

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - May 28, 2003 - 3:30 P.M.
State Administrative Board Meeting - June 3, 2003 - 11:00 A.M.

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MINERAL LEASES

1. Direct Nondevelopment Oil and Gas Lease, Tiger Development, LLC of Traverse City, Michigan, 40.00 acres, more or less, of State-owned minerals located in Section 22, T25N, R06W, Garfield Township, Kalkaska County.

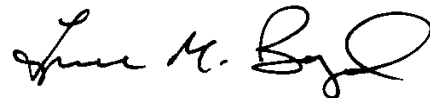
Terms: One year term, no extensions, 3/16 royalty, \$600.00 bonus consideration (\$15.00 per acre), and a \$2.00 per acre annual rental.

This item was formally approved by the Chief, Forest, Mineral and Fire Management of the Department of Natural Resources on May 6, 2003. The form of legal document involved in this transaction has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:

Department of Natural Resources



By: _____
Lynne M. Boyd, Manager
Mineral and Land Management Section
Forest, Mineral and Fire Management

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: May 28, 2003 - Secretary of State's Office, 3:30 PM
State Administrative Board Meeting: June 3, 2003 - State Capitol, 11:00 AM

SUBCONTRACTS

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|----|---|--|------------------|
| 1. | Reith-Riley Construction Co., Inc.
P.O. Box 239
Grawn, MI 49637-0239 | Cold Milling and
Bituminous Resurfacing | \$ 44,880 |
|----|---|--|------------------|

Approval is requested to authorize the Manistee County Road Commission to award a subcontract for cold milling and bituminous repair along the M-22 intersection and the CR598 (Eight Mile) intersection in Manistee County. Because of pavement failure, several areas of the top course of bituminous are delaminating, causing hundreds of 1.5" potholes. The project was advertised, and two bids were received. The lowest bid was selected. The contract will be in effect from the date of award through September 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds

Purpose/Business Case: To prevent further deterioration of the pavement at the M-22 and CR598 intersections. The contract includes the cold milling of 55,000 square feet at the M22 intersection and 47,000 square feet at the CR598 intersection. The contract includes cold milling at 1½" deep to sweep, tack, and pave with 1 ½" of 4C asphalt.

Benefit: The contract provides for safer highways for the traveling public. It also helps to reduce the winter maintenance costs.

Funding Source: Funding for this contract is provided by State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: The road surfaces in these areas are becoming unsafe for motorists. There are hundreds of potholes that are 1.5" in diameter or larger. If duties are not performed, it could become a hazard for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

2.	Six-S, Incorporated 2210 Scott Lake Road Waterford, MI 48328	Concrete Pavement Repair	\$ 205,978
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Approval is requested to authorize the Road Commission of Macomb County to award a subcontract for concrete pavement repair along M-29 and M-3 in Macomb County. The project was advertised, and two bids were received. The lowest bid was selected. The contract will be in effect from the date of award through December 31, 2003. Source of Funds: 100% State Restricted Trunkline Fund.

Purpose/Business Case: To prevent further deterioration of the pavement along M-29 and M-3 in Macomb County. The contract includes concrete pavement repair and crack sealing.

Benefit: The contract provides for safer highways for the traveling public. It also helps to reduce the winter maintenance cost.

Funding Source: Funding for this contract is provided by State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: The road surfaces in these areas are becoming unsafe for motorists. If duties are not performed, it could become a hazard for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

3.	B & L Landscaping 21151 Meyers Road Oak Park, MI 48237	Mowing	\$ 79,312.50
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Approval is requested to authorize the Wayne County Department of Public Services to award the optional fourth year of a three-year subcontract to provide turf mowing and litter pick-up along I-75 between Eight Mile Road and Meade Road. On May 2, 2000, the State Administrative Board approved a one-year contract, including two optional additional years, at a cost of \$63,450 per year. In 2001, the contract was amended per MDOT's request to include an additional 14 acres at the same price per acre. The amount of the contract was increased to \$79,312.50, but this amount was not reflected in the subsequent year approval requests. Approval is now sought to correct this oversight as indicated below. The contract was advertised, and three bids were received. The lowest bid was selected. The contract will be in effect from the date of award through December 31, 2003. Source of Funds: 100% State Restricted Trunkline Fund.

Year 1 (2000):	\$63,450	
Year 2 (2001):	\$79,312.50	(Includes increased acres)
Year 3 (2002):	\$79,312.50	(Includes increased acres)
Optional Year (2003):	\$79,312.50	(Includes increased acres)

Purpose/Business Case: This contract provides for turf mowing and litter pick-up on approximately 94 acres along I-75 between Eight Mile Road and Meade Road. The increased number of acres requiring mowing was due to MDOT's request for Wayne County to mow the completed Davison Road segment at I-75.

Benefit: The contract provides for a safer and cleaner environment for the traveling public.

Funding Source: Funding for this contract is provided by State Restricted Trunkline Funds.

Commitment Level: A three-year contract with a option for one additional year at the same rate.

Risk Assessment: If duties are not performed, it could become a hazard for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

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| 4. | B & L Landscaping, Inc.
21151 Meyers Road
Oak Park, MI 48237 | Mowing | \$91,425 |
|----|---|---------------|-----------------|

Approval is requested to authorize the Wayne County Department of Public Services to award the optional additional fourth year of each of two three-year subcontracts that provide for turf mowing and litter pick-up along I-94, one for between Eight Mile Road and Connor (\$48,495) and one for between Connor and St. Aubin (\$42,930). The two subcontracts were originally awarded to the same contractor based on low bid, but were combined in 2000 by the County to save on administrative costs. On May 2, 2000, the State Administrative Board approved these two subcontracts as two one-year contracts, each including two additional optional years at a cost of \$91,425 per year. Approval is now being sought to correct this error and approve the additional optional fourth year for each of the contracts. The contracts were originally advertised, and three bids were received for each contract. The lowest bids were selected. The revised contract term will be from the date of award through December 31, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: These contracts provide for turf mowing and litter pick-up, three cycles per year, for approximately 115 acres per cycle along I-94 between Eight Mile Road and Connor (61 acres) and between Connor and St. Aubin (54 acres).

Benefit: These contracts provide for a safer and cleaner environment for the traveling public.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The additional fourth year of each contract.

Risk Assessment: Failure to award the additional year of the services could result in hazardous conditions for the traveling public.

Cost Reduction: The projects were competitively bid and advertised; the low bidder was selected.

New Project Identification: These contracts are for routine maintenance.

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| 5. | Payne Landscaping, Inc.
5385 Rohns
Detroit, MI 48213 | Grass Mowing | \$22,557 |
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Approval is requested to authorize the Wayne County Department of Public Services to award a three-year subcontract for up to three cutting cycles of turf mowing and litter pick-up on U.S. 12 (I-75 Exit 12 to Rawsonville Road). The contract provides for an additional one-year renewal option at \$7,519 per year upon mutual agreement of the parties. The project was advertised, and six bids were received. The lowest bid of \$21,632 was not selected. The County utilizes a selection process in which local county firms are given a bidding advantage over those that are not county-based. The contract will be in effect from the date of award through December 31, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract provides for turf mowing and litter pick-up on 206 acres of U.S. 12 State trunklines (I-275 Freeway to Rawsonville Road) within Wayne County. The County includes an advantage clause in its contract language and in the invitation for bids. The bid of any county-based firm is deemed a better bid than that of a firm that is not county-based, if its bid is less than 6 percent higher on contracts of \$100,000 or less, or 4 percent on contracts over \$100,000.

Benefit: The contract provides for safer highways for the traveling public.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A three-year contract with a one-year option for renewal based on a fixed amount of \$7,519 per year.

Risk Assessment: Failure to award this extension could result in hazardous conditions for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the second lowest bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

CONTRACTS

6. **HIGHWAYS - Time Extension**

Amendatory Contract (2001-0334/A1) between MDOT and HNTB Michigan, Inc., will extend the contract term by six months to provide sufficient time for the consultant to complete the project. The original contract provides for construction engineering inspection and testing services on US-24 from the I-75 connector south of Eureka to Ecorse Road and the I-75 connector from I-75 to US-24, city of Taylor, Wayne County. The revised contract term will be March 13, 2001, through October 31, 2003. The maximum dollar amount of the contract remains unchanged at \$4,120,998. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: HNTB was hired to perform full construction engineering services for the US-24 project in the city of Taylor. The final restoration was performed in the fall of 2002. In the spring of 2003 there were several areas identified in which the condition of the restoration was not acceptable. The contractor was directed to re-seed several areas of the project to achieve final acceptance. All other items of work have been completed and accepted. This extension will allow the consultant to oversee the re-seeding work, perform the final work for acceptance on this item, and complete the final documentation for this project.

Benefit: This requested extension will allow the consultant (HNTB) to continue to provide its contracted construction engineering services as it works toward completion of the finals on this high impact, complex project. No additional hours or funds are requested for this contract. With this extension, MDOT will insure timely finaling of the project, initiate the final contractor payments, and keep this project off of the overdue finals list. The application of Federal funding for this project will not be in jeopardy.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to approve this request will significantly impact MDOT's ability to adequately administer this Federal aid project. The remaining work to final out this project would have to be performed by MDOT staff who were unfamiliar with this project and the documentation records.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: No cost increase is being requested for this contract, only a time extension. All services to be performed are consistent with the original scope of services. The main reason for the extension is the failure of a portion of the site restoration and the need to re-seed those areas this spring.

7. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z8/R1) under Contract (2001-0416) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will add services to the initial authorization to provide for construction engineering services to be performed on M-29 from Baker Road to County Line Road, Chesterfield Township, city of New Baltimore, Macomb County (CS 50072 - JN 52801A) and will increase the authorization amount by \$312,080.10. The original authorization (Z8) includes survey services and participation at the pre-construction meeting, for a total cost of \$54,488.71. The addition work items include cold milling and resurfacing, concrete pavement repairs, guardrail upgrading, storm sewer repair, watermain replacement, pavement markings, and signing. The term of the authorization remains unchanged, March 31, 2003, through March 15, 2004. The revised authorization amount will be \$366,568.81. The contract term is June 8, 2001, through June 7, 2004. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This project has been established to extend the life of M-29 in the city of New Baltimore, Macomb County. There is 2.26 miles of cold-milling and resurfacing on this project. There will also be a guardrail upgrade and sewer repair. Pavement marking replacement and signing upgrades are included in this job.

Benefit: The benefit will be to ensure a smoother ride for the motorists and eliminate potholes. It also provides a safer ride for the everyday driver.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The loss of funding for this project would result in continued road deterioration at this location.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a rehabilitation project.

8. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z9/R1) under Contract (2001-0416) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will add services to the initial authorization to provide for construction engineering services to be performed on US-12 from Division Street to Currier Street, Village of Clinton, Lenawee County (CS 46101 - JN 58246A) and will increase the authorization amount by \$73,390.91. The original authorization (Z9) was needed to mobilize the manpower to properly inspect the initial phase for a total cost of \$45,659.28. The work items include cold milling and resurfacing, streetscape and watermain improvements. The term of the authorization remains unchanged, April 17, 2003, through June 7, 2004. The revised authorization amount will be \$119,050.19. The contract term is June 8, 2001, through June 7, 2004. Source of Funds: 58% Federal Highway Administration Funds; 25% State Restricted Trunkline Funds; and 17% Village of Clinton Funds.

Purpose/Business Case: A consultant contract to administer and inspect MDOT construction projects is needed to ensure the project is constructed in accordance with the construction specifications and standards. US-12 is in need of rehabilitation due to severe and continuing pavement failure. The cost of maintenance of this segment of US-12 has continuously exceeded the annual budget over the past 5 years. We have coordinated this project with the Village of Clinton. The Village has applied and received an Enhancement Grant to fund streetscape work within our project limits.

Benefit: Improved smoother riding surface and significant safety improvements for the motoring public.

Funding Source: 58% Federal Highway Administration Funds; 25% State Restricted Trunkline Funds; and 17% Village of Clinton Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Roadway is in need of pavement rehabilitation. Safety upgrades need to be brought up to current Federal and State standards.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Partial. This is a rehabilitation of 0.30 miles of existing roadway with 17% new streetscaping funded by village of Clinton.

9. HIGHWAYS - IDS Design Consultant Services

Authorization (Z2) under Contract (2001-0419) between MDOT and Gourdie-Fraser & Associates, Inc., will provide for the design survey for crushing, shaping and resurfacing of M-22 from 150 feet south of Southshore Drive to 150 feet north of North Crystal Drive, Benzie County (CS 10012 - JN 74507). This authorization will be in effect from the date of the award through April 18, 2004. The authorization amount will be \$131,624.65. The contract term is April 19, 2001, through April 18, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This project is located on M-22 from Southshore Drive to North Crystal Drive, in Benzie County. This project will provide for road design survey for crush, shape and resurfacing.

Benefit: The design of the road rehabilitation can begin after the completion of the survey.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The design of the rehabilitation of the road cannot begin without the survey.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: The project consists of rehabilitation improvements.

10. HIGHWAYS - IDS Traffic and Safety Consultant Services

Authorization Revision (Z6/R1) under Contract (2001-0423) between MDOT and Mansell Associates, Inc., will renew the authorization and extend the authorization term by approximately two months and will increase the authorization amount by \$2,198.50. Additional time is needed because permit approval from the City was not received in the original time estimated and the additional cost is needed to cover permit charges. The original authorization (Z6) provided for traffic signal modernization and interconnect on Fort Street (M-85) from Clark Road to Schaefer Road in Wayne County. The revised authorization term will be from December 5, 2002, through May 12, 2003, and from the date of award of this authorization revision through July 24, 2003. No work will be performed between the expiration of the original authorization and the award of the authorization revision. The revised total authorization amount will be \$125,712.27. The contract term is April 5, 2001, through April 4, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The original contract provides for traffic signal design to modernize sixteen locations in the city of Detroit. A time extension is needed because permit approval from the City was not conducted in the original time estimated and the additional cost is needed to cover the permit charges.

Benefit: Identify soil condition to sustain traffic signal steel pole foundation.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without sufficient soil condition information, we are unable to determine necessary foundation design.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new project.

11. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z21/R2) under Contract (2001-0492) between MDOT and STS Consultants, Ltd., will allow additional testing to address environmental issues and concerns and will increase the authorization amount by \$49,581.70. The original authorization (Z21) provides for a workplan and proposal for a preliminary site investigation of seven locations of the M-64 Ontonagon Bridge. The term of the authorization remains unchanged, March 6, 2003, through September 30, 2003. The revised authorization amount will be \$146,845.07. The contract term remains unchanged, July 5, 2001, through July 5, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract is for environmental testing along proposed M-64 in the Village of Ontonagon. The need for improving this segment of M-64 is twofold. One is the importance of this river crossing. The other is the existing condition of the bridge over the Ontonagon River. The condition of the bridge needs prompt attention. Inspection reports reveal that the abutments are in critical condition and have shifted up to three inches. The piers and bearings of the bridge are also in critical condition. The channel protection is failing at the west end of the north abutment. Also, the bridge itself potentially contributes to frequent ice jams and flooding. During the summer months, the bridge will expand and not close completely, resulting in traffic delays. Failure to improve this river crossing may lead to structural failure and may require that the bridge be closed to traffic, resulting in an 81-mile detour over state trunklines. A permanently closed swing bridge with a clearance of 5 to 6 ft., depending on water depth, may also impair tall boat traffic trying to get to the Ontonagon marina from Lake Superior. That boat traffic would then have to go either to the Black River, 40 miles southwest, or to Houghton/Hancock, 50 miles northeast.

Benefit: The benefit of the bridge replacement project is to maintain vehicle traffic over the Ontonagon River and maintain marine traffic in the Ontonagon River. The benefit of this contract to do environmental testing is to determine if there is any groundwater or soil contamination on the preferred alternate and two other possible alignments under consideration. This will allow the final alignment decision to be made and the necessary pay items to be established in the construction contract. It will allow assessment of MDOT's potential exacerbation risk from any future claims.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: Contracts are set based on equipment, labor, and material costs. These are fixed costs.

Risk Assessment: The risk of not replacing the swing bridge is that it will not longer function (open and close). Either marine traffic or vehicle traffic would be impaired, depending on whether the bridge is open or closed when it stops functioning. Boats would have to travel 40 to 50 miles to the next closest harbor. Vehicles would be detoured on State trunklines, which would result in an 81 mile detour. The risk of not doing the environmental testing would be potential worker exposure to arsenic, lead, and other metals. MDOT could incur liability for clean-up and possible future exacerbation claims. There would be greater risk during the construction phase of increased costs and claims.

Cost Reduction: Rates were negotiated with STS Consultants. They have done other environmental work in this area and they are familiar with the site. Costs are lower based on the previous work that has been completed with this consultant in the general vicinity.

New Project Identification: This contract is for additional environmental testing for the evaluation and design of a new roadway, which will be part of a new bridge crossing the Ontonagon River.

12. HIGHWAYS –IDS Construction Engineering Services
Authorization (Z23) under Contract (2001-0492) between MDOT and STS Consultants, Ltd., for will provide for geotechnical investigation and engineering analysis for design and construction of alignment options D2 and D3, including relocated M-46 subgrade, relocated MDOT railroad subgrade, and relocated River Road subgrade, and for the design and construction of Mechanically Stabilized Earth Walls (MSEW) for relocated M-46, west of the Ontonagon River, CS 66013 - JNs 33263C and 33263D. This authorization will be in effect from the date of award through August 15, 2003. The authorization amount will be \$166,097.94. The contract term is July 5, 2001, through July 5, 2004. Source of Funds: 77.31% Federal Highway Administration Funds and 22.69% State Restricted Trunkline Funds.
- Purpose/Business Case:** Provide Geotechnical Investigation and Engineering Analysis for roadway alignment options D2 and D3.
Benefit: Provide information necessary for design and construction of proposed roadway and retaining walls.
Funding Source: 77.31% Federal Highway Administration Funds and 22.69% State Restricted Trunkline Funds.
Commitment Level: The hourly costs are fixed, however the number of hours to perform this work has been estimated.
Risk Assessment: Without proper site investigation, Federal funding will likely be lost and MDOT will be at risk for extra construction costs.
Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
New Project Identification: Not a new project.
13. HIGHWAYS - Traffic and Safety Consultant Services
Authorization (Z3) under Contract (2001-0838) between MDOT and Orchard, Hiltz and McCliment, Inc., will provide services for overhead sign replacement of 22 trusses in Wayne County (CS 84917 - JN 74221C). The authorization will be in effect from the date of award through February 30, 2004. The authorization amount will be \$189,158.73. The contract term is September 18, 2001, through September 17, 2004. Source of Funds: 100% State Restricted Trunkline Funds.
- Purpose/Business Case:** Overhead signs upgrade.
Benefit: Replace overhead sign trusses that failed inspection.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
Risk Assessment: Overhead sign trusses failed inspection and need replacement.
Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
New Project Identification: Signing upgrade.
14. HIGHWAYS- IDS Freeway Signing Services
Authorization Revision (Z2/R2) under Contract (2001-0839) between MDOT and H.W. Lochner, Inc., will extend the authorization term by six months to provide sufficient time for the consultant to complete the services. The original authorization (Z2) provided for the upgrading and rehabilitation of freeway signing of I-94 from the Kalamazoo County line to the Jackson County line in the city of Battle Creek, Calhoun County (CS 13081 - JN 58877C). The revised authorization term will be from May 10, 2002, through December 31, 2003. The authorization amount remains unchanged at \$242,048.89. The contract term is October 23, 2001, through October 22, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Overhead signs upgrade.

Benefit: Replace overhead signs that failed inspection.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Overhead sign trusses failed inspection and need replacement.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a signing upgrade.

15. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2002-5563) between MDOT and Marquette County will provide for funding participation in the construction of the following improvements:

Approximately 3.24 miles of roadway reconstruction and realignment work on Highway M-94 from Delphi Drive to Fifth Street in Forsythe and Sands Townships, Marquette County, Michigan.

Estimated Funds:

State Restricted Trunkline Funds	\$1,766,105
Marquette County Funds	<u>\$ 446,895</u>
Total Funds	<u>\$2,213,000</u>

M52022 - 50933

Let 2/1/2002

Purpose/Business Case: Due to rationalization, jurisdiction of this roadway was assumed by MDOT. Marquette County agrees to refund Michigan Economic Development Corporation Funds it previously received for this project when Marquette County had jurisdiction of this roadway.

Benefit: Compensation for doing work on a rationalized trunkline.

Funding Source: State Restricted Trunkline (Bridge Construction Funds) and Marquette County Funds.

Commitment Level: Fixed amount of \$446,895 Marquette County and the balance by MDOT.

Risk Assessment: Loss of compensation for doing work on a rationalized trunkline.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway.

16. HIGHWAYS - IDS Design Consultant Services

Authorization (Z31) under Contract (2003-0078) between MDOT and Wilcox Professional Services, LLC, will provide for the design of the US-223 business route from US-223 to M-52 in Lenawee County. The work items include preparing design plans and construction bid documents for the reconstruction and resurfacing along two miles of the US-223 business route. This authorization will be in effect from the date of award through November 20, 2005. The authorization amount will be \$204,208.80. The contract term is November 20, 2002, through November 20, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The consultant is providing Design Plans and Construction bid documents for the reconstruction and resurfacing of two miles of US-223 business route in the City of Adrian.

Benefit: By repairing and resurfacing this roadway, safety will be improved and a better ride for motorists will be provided.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this project was not undertaken, safety would not improve and the existing pavement condition would continue to deteriorate, resulting in a worse ride for motorists. Also, by not undertaking this project, MDOT would be less likely to achieve its goal of having 90% of State roads in good condition by 2007.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project involves rehabilitation of an existing roadway.

17. HIGHWAYS - IDS Design Consultant Services

Authorization (Z1) under Contract (2003-0079) between MDOT and URS Corporation Great Lakes will provide for the design of extensions of the existing Grand Rapids Intelligent Transportation System (ITS) on I-196 from west of Market Street to east of Fuller Street, city of Grand Rapids, Kent County. The work items include the installation of changeable message signs, closed circuit television cameras, and encased fiberoptic cable, which will interface with all the existing ITS monitoring software and equipment. This authorization will be in effect from the date of award through January 31, 2004. The authorization amount will be \$188,519. The contract term is November 21, 2002, through November 21, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Design of extensions of the existing Grand Rapids Intelligent Transportation System on I-196.

Benefit: The design work within the project limit will be overseen.

Funding Source: Source of Funds: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Traffic backups along I-196 will continue to escalate without the vital information these facilities can provide to the motoring public. Safety issues caused by backups include a greater risk of accidents due to unexpected traffic stops.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Yes, continuation of existing system in the Grand Rapids area.

18. HIGHWAYS - IDS Design Consultant Services

Authorization (Z2) under Contract (2003-0186) between MDOT and BRI, Inc., will provide for the design of M-50 from the west city limits of Tecumseh to Sunset Road in Lenawee County. The work items include preparation of plans, typical cross-sections, details, and specifications required for the design and construction. This authorization will be in effect from the date of award through March 18, 2004. The authorization amount will be \$146,182.55. The contract term is March 18, 2003, through March 18, 2006. Source of Funds: 60% Federal Highway Administration Funds and 40% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose includes the milling and resurfacing of the roadway and the installation of curb and gutter along the entire project area.

Benefit: By repairing and resurfacing this roadway, safety will be improved, and a better ride for motorists will be provided.

Funding Source: 60% Federal Highway Administration Funds and 40% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Risk of not completing this project will involve a continued lack in safety and will not improve the ride quality of this section of road.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new expansion project.

19. HIGHWAYS – University Research Services

Contract (2003-0312) between MDOT and Michigan State University will provide for research services to evaluate safety and cost benefits of two standard rumble strip placement and painting practices in the Grand Region. The work items of this contract include the collection of before and after data at six test sites and a final report. This contract will be in effect from date of award through November 30, 2004. The total contract amount will be \$99,698. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To evaluate the Grand Region pilot painted rumble strip project.

Benefit: The project will evaluate the safety benefits of combining two standard practices with minimal cost. Motorists will be able to see the edge line in the rain, making it safer for the motoring public.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to award this contract could result in less safe road conditions for motorists.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a new research project.

20. HIGHWAYS - IDS Engineering Services

Contract (2003-0320) between MDOT and Collins Engineers, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

21. HIGHWAYS - IDS Engineering Services

Contract (2003-0321) between MDOT and Tyme Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

22. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z1) under Contract (2003-0321) between MDOT and Tyme Engineering, Inc., will provide for full-time aggregate and concrete testing services to be performed on an as needed basis for the Macomb County Transportation Service Center (TSC) during the 2003 and 2004 construction seasons as directed by the project engineer. Projects will include, but are not limited to, I-94 from M-102 to Masonic Boulevard, Macomb County (CS 50111 – JN's 43941A, 51477A, 53326A, and 53933A) and M-53 from south of 28 Mile Road to north of 33 Mile Road, Macomb County (CS 50015 – JN's 46273A and 59684A). This authorization will be in effect from the date of award through November 30, 2004. The authorization amount will be \$218,494. The contract will be in effect from date of award through three years. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide aggregate and concrete testing services for these two existing projects.

Benefit: The benefits of both jobs will be smoother rides for motorists, elimination of potholes, and safer rides for the everyday driver. The benefits of the bridge rehabilitation on I-94 will be longer lives for the bridges and a decrease in bridge deterioration. The benefit of the new bridges on M-53 will be a decrease the number of accidents on M-53 due to the intersections being eliminated and the separation of traffic.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The loss of funding for these projects would result in continued road/bridge deterioration at these locations and a continuation of accidents due to oncoming traffic at high speeds on M-53.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Aggregate and concrete testing services on existing projects that have been let and awarded.

23. HIGHWAYS - Cost Participation for Preliminary Engineering

Contract (2003-5007) between MDOT and the Wisconsin Department of Transportation (DOT) will provide for funding participation in the following improvements:

The preparation of construction plans for the removal of the interstate bridge (Michigan Structure B01 of 55011) that carries Highway US-41 over the Menominee River and construction of a new interstate bridge between Marinette, Wisconsin, and Menominee, Michigan; and

The preparation of plans for the reconstruction of the north approach - the Bridge Street Causeway - between the interstate bridge (Michigan Structure B01 of 55011) and the Escanaba & Lake Superior/Canadian National Railroad Bridge (Michigan Structure R01 of 55011) in Menominee, Michigan.

Estimated Funds:

State Restricted Trunkline Funds	\$ 56,000
Federal Highway Administration Funds (Michigan)	\$224,000
Wisconsin DOT Funds	<u>\$210,000</u>
Total Funds	<u>\$490,000</u>

BRN 55011 - 58381
Preliminary Engineering

Purpose/Business Case: Design for replacement of interstate bridge and adjacent causeway on Federal Aid System.

Benefit: Provides safe and adequate access between Michigan and Wisconsin.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds; State Trunkline and Bridge Construction Funds, and Wisconsin Funds; no Build Michigan III Funds.

Commitment Level: Portion of project within Michigan: 81.85% Federal; 18.15% State. Portion of project within Wisconsin: 100% Wisconsin. Design cost based on estimate provided by State of Wisconsin and concurrence by MDOT Superior Region.

Risk Assessment: Replacement of bridge necessitated at future date with increased cost.

Cost Reduction: Costs are reduced through cooperation between Michigan and Wisconsin and by combining bridge and causeway work into one design contract.

New project Identification: Design only project for future rehabilitation of existing structure.

24. HIGHWAYS - Cost Participation for Transportation Enhancement Design Contract
Contract (2003-5013) between MDOT and the City of Davison will provide for participation in the design under contract by the City of the following Transportation Enhancement improvements:

Development of a streetscaping master plan for Highway M-15 and for Flint Street (Old Highway M-21) within the city.

Estimated Funds:

Federal Highway Administration Funds	\$ 27,940.00
City of Davison Funds	\$ <u>16,409.00</u>
Total Funds	\$ <u>44,349.00</u>

STE 25091 – 72180; Genesee County
No Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: To improve aesthetics in the downtown Davison area.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Davison Funds.

Commitment Level: 63% Federal up to \$27,940 and the balance by the City of Davison; based on estimate.

Risk Assessment: Contract required in order for City to receive these Federal Funds.

Cost Reduction: Hours with consultants negotiated and cap on Federal funding.

New Project Identification: New streetscaping master plan.

25. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Amendatory Contract (2003-5101) between MDOT and the Road Commission for Oakland County will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category C Funds:

Widening work from four lanes to five lanes along Elizabeth Lake Road from Cooley Lake Road to Highway M-59, including cracking and seating of existing concrete pavement and bituminous overlay work.

Estimated Funds:

State Restricted Economic Development Funds	\$2,978,100
Road Commission for Oakland County Funds	\$ 992,700
Total Funds	<u>\$3,970,800</u>

EDC 63544 - 60624
Amendment

The purpose of this amendment is to provide payment for the eligible costs of this project, including overruns, approved extras, and eligible contracted work previously requested to be performed under force account, up to the full grant amount of \$2,978,100. The terms of original contract limited participation to the lesser of the low bid or the grant amount. This amendment modifies the contract terms to clearly reflect the parties' intent and MDOT's current standard agreement provisions for Economic Development direct grant projects.

Purpose/Business Case: Amend original contract to adjust payment toward eligible items of the project cost, including overruns, approved extras, and contracted work previously requested to be performed under force account, up to the full grant amount of \$2,978,100.

Benefit: To be able to expend unused funds that are available for this grant.

Funding Source: State Transportation Economic Development Funds and Road Commission for Oakland County Funds

Commitment Level: 100% State up to an amount not to exceed \$2,978,100 and balance by Road Commission for Oakland County; based on low bid and estimate of additional approved work.

Risk Assessment: With amendment, MDOT follows through on its intent to pay for eligible items of work where funds are available.

Cost Reduction: N/A (Original contract was for low bid).

New Project Identification: N/A. (Original contract was to improve existing roadway.)

26. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Contract (2003-5110) between MDOT and the Lenawee County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program.

The removal and replacement of the structure B01 of 46-08-19, which carries Bramble Highway over Evans Creek, Section 24, T5S, R3E, Franklin Township, Lenawee County, Michigan; the reconstruction of the approaches to the structure for approximately 260 feet southerly and 260 feet northerly of the structure.

Estimated Funds:

Federal Highway Administration Funds	\$350,400
State Restricted Trunkline Funds	\$ 65,700
Lenawee County Road Commission Funds	\$ 21,900
Total Funds	<u>\$438,000</u>

BRO 46008 - 56555

Let 5/2/2003

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Lenawee County Road Commission Funds

Commitment Level: 80% Federal, 15% State, 5% Lenawee County; based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replace existing structure.

27. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5118) between MDOT and the City of Owosso will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Construction of a turntable for turning steam locomotives as part of a locomotive repair shop and museum located at the corner of Howard Street and Division Street in the city of Owosso, Michigan.

Estimated Funds:

Federal Highway Administration Funds	\$115,560
City of Owosso Funds	\$ 28,890
Total Funds	<u>\$144,450</u>

STE 76421 – 54888; Shiawassee County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).
Benefit: Establishment of transportation museum for historic preservation.
Funding Source: Federal Transportation Enhancement Activities Funds and City of Owosso Funds.
Commitment Level: 80% Federal up to \$115,560 and the balance by City of Owosso; based on estimate.
Risk Assessment: Contract required in order for City to receive these Federal Funds.
Cost Reduction: Low bid.
New Project Identification: Construct turntable for new transportation museum.

28. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
 Contract (2003-5127) between MDOT and the Village of New Lothrop will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program.

PART A

The removal and replacement of the structure B03 of 76-06-25, which carries Saginaw Street over Porter Creek, Sections 10 and 11, T8N, R4E, Hazelton Township, village of New Lothrop, Michigan; the reconstruction of the approaches to the structure for approximately 258 feet southerly and 199 feet northerly of the structure.

PART B

Nameplate installation work for the structure B03 of 76-06-25, which carries Saginaw Street over Porter Creek.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$387,200	\$ 0	\$387,200
State Restricted Trunkline Funds	\$ 72,600	\$ 0	\$ 72,600
Village of New Lothrop Funds	\$ 24,200	\$600	\$ 24,800
Total Funds	<u>\$484,000</u>	<u>\$600</u>	<u>\$484,600</u>

BRO 76006 – 49709; Shiawassee County
 Let 5/2/2003

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.
Benefit: Safer structure.
Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Village of New Lothrop Funds
Commitment Level: 80% Federal, 15% State, 5% Village of New Lothrop for Part A, 100% Village of New Lothrop for Part B; both parts based on estimate.
Risk Assessment: Possible failure of structure and closure to traffic.
Cost Reduction: Low bid.
New Project Identification: Replace existing structure.

29. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Contract (2003-5139) between MDOT and the Huron County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program.

PART A

The removal and replacement of the structure B01 of 32-10-17, which carries Grassmere Road over the east branch of the Pigeon River, Section 19, T15N, R12E, Sheridan Township, and Section 24, T15N, R11E, Grant Township, Huron County, Michigan; the reconstruction of the approaches to the structure for approximately 391 feet southerly and 321 feet northerly of the structure.

PART B

Nameplate installation work for the structure B01 of 32-10-17, which carries Grassmere Road over the East Branch of the Pigeon River.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$260,800	\$ 0	\$260,800
State Restricted Trunkline Funds	\$ 48,900	\$ 0	\$ 48,900
Huron County Road Commission Funds	\$ 16,300	\$300	\$ 16,600
Total Funds	<u>\$326,000</u>	<u>\$300</u>	<u>\$326,300</u>

BRO 32010 - 56534

Let 5/2/2003

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Huron County Road Commission Funds

Commitment Level: 80% Federal, 15% State, 5% Huron County for Part A, 100% Huron County for Part B; both parts based on estimates.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replace existing structure.

30. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5152) between MDOT and the Eaton County Road Commission will provide for funding participation in the construction of the following improvements utilizing State Build Michigan III Funds and Transportation Economic Development Category A Funds:

Widening and hot mix asphalt paving work along Canal Road from approximately 1,700 feet south of the Canadian National Railroad crossing to approximately 950 feet north of Millett Highway and along Davis Highway from Guinea Road to Canal Road, including grade separation of the existing at-grade crossing of the tracks of the Canadian National Railroad with Canal Road (National Inventory #283-629-F), grade corrections, curb and gutter, drainage improvement, subbase, aggregate base, and signalized intersection improvement work.

Estimated Funds:

State Restricted Trunkline Funds	\$5,015,100
State Restricted Economic Development Funds	\$4,475,800
Eaton County Road Commission Funds	<u>\$ 0</u>
Total Funds	<u>\$9,490,900</u>

EDA 23522 - 74681

Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: State Build Michigan III Funds and Transportation Economic Development Funds

Commitment Level: 100% State up to an amount not to exceed \$9,490,900 with \$5,015,100 Build Michigan III Funds and \$4,475,800 Transportation Economic Development Funds and the balance, if any, by Eaton County Road Commission; based on estimate

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway.

31. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5155) between MDOT and the City of Ann Arbor will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Non-motorized path work through Bendemer Park from the south end of Whitmore Lake Road to Lakeshore Drive and North Main Street.

Estimated Funds:

Federal Highway Administration Funds	\$ 98,000
City of Ann Arbor Funds	<u>\$ 42,000</u>
Total Funds	<u>\$140,000</u>

STE 81406 – 54933; Washtenaw County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: To provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Ann Arbor Funds.

Commitment Level: 70% Federal up to \$98,000 and the balance by City of Ann Arbor; based on estimate.

Risk Assessment: Contract required in order for City to receive these Federal Funds.

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facility.

32. HIGHWAYS – Memorandum of Understanding for Right-of-Way Acquisition
Memorandum of Understanding (2003-5168) between MDOT and the Michigan Department of Natural Resources will provide for funding participation in the following Transportation Enhancement improvements:

The acquisition of three parcels of property known as Sunset Rock, Tranquil Bluff, and Sunset Rock Addition adjacent to Highway M-185 along the west side of Mackinac Island at British Landing in order to ensure protection from private development.

Estimated Funds:

Federal Highway Administration Funds	\$ 415,800
State Restricted Trunkline Funds	\$ 139,200
Michigan Department of Natural Resources Funds	<u>\$ 600,000</u>
Total Funds	<u>\$1,155,000</u>

STE 49111 – 72096B; Mackinac County
Right-of-Way Acquisition

Purpose/Business Case: Purchase of property to ensure protection from private development.

Benefit: Maintain scenic vistas on one of Michigan's major tourist attractions.

Funding Source: Federal Transportation Enhancement Activities Funds, State (MDOT) Trunkline Funds, and Michigan Department of Natural Resources Funds

Commitment Level: 36% Federal up to \$415,800 and balance by MDOT and Michigan Department of Natural Resources with a maximum of \$139,200 MDOT Funds; based on estimate

Risk Assessment: Possible development of parcels.

Cost Reduction: Negotiations with property owners using approved procedures.

New Project Identification: New acquisition of right-of-way.

33. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5174) between MDOT and the Menominee County Road Commission will provide for funding participation in the construction of the following improvements utilizing Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Reconstruction work along County Road 360 from Highway US-41 easterly to M-2 Road, including base crushing and shaping, earth excavation, peat excavation, swamp backfill, subbase, aggregate base, drainage improvement, and traffic control work.

Estimated Funds:

Federal Highway Administration Funds being used	
in lieu of State Restricted Economic Development Funds	\$128,702
Menominee County Road Commission Funds	<u>\$ 32,175</u>
Total Funds	<u>\$160,877</u>

EDDF 55555 - 58442

Agreed To Unit Price Project

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: Federal Minimum Guarantee Funds and Menominee County Road Commission Funds.

Commitment Level: 80% Federal, 20% Menominee County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least six (6) percent less than if work were contracted.

New Project Identification: Improve existing roadway.

34. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Amendatory Contract (2003-5194) between MDOT and the City of Jackson will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category F Funds:

Resurfacing work along Elm Avenue from High Street to Page Avenue, including traffic signal installation work at the intersection of Elm Avenue and High Street.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
State Restricted Economic Development Funds	\$260,000	\$108,000	\$368,000
City of Jackson Funds	<u>\$ 65,000</u>	<u>\$ 27,000</u>	<u>\$ 92,000</u>
Total Funds	<u>\$325,000</u>	<u>\$135,000</u>	<u>\$460,000</u>

EDF 38566 - 60462; Jackson County
Amendment

The purpose of this amendment is to provide for an increase in the maximum amount of State funds applied to the eligible items of the project cost from \$260,000 to \$368,000. The project was delayed because of a change in City personnel. The original estimated project cost from nearly a year ago increased after a recent review by the City, due to the addition of a manhole work item, an increase in the estimated quantities of two work items, and an increase in the estimated unit price of one work item.

Purpose/Business Case: Amend original contract to provide for an increase in the maximum amount of State funds applied to the eligible items of the project cost from \$260,000 to \$368,000.

Benefit: Support economic growth by financially assisting in roadway improvements that may not otherwise be undertaken if the funding were less.

Funding Source: State Transportation Economic Development Funds and City of Jackson Funds

Commitment Level: 80% State up to an amount not to exceed \$368,000 and balance by City of Jackson; based on estimate.

Risk Assessment: With amendment, MDOT follows through on its intent to pay for 80% of a reasonable cost estimated for the project. A lesser amount of funding may discourage the project from being undertaken and result in a possible loss of development opportunities.

Cost Reduction: N/A. (Original contract was for low bid.)

New Project Identification: N/A. (Original contract was to improve existing roadway.)

35. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5209) between MDOT and the Mackinac County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

PART A

Aggregate surfacing work along Borgstrom Road from Dollar Lake Road northerly to the north county line, including clearing, subgrade strengthening, restoration, and traffic control work.

PART B

Bituminous surfacing work along Borgstrom Road from Dollar Lake Road northerly to the north county line, including aggregate surface conditioning, pavement marking, and permanent signing work.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
State Restricted Economic Development Funds	\$480,000	\$550,000	\$1,030,000
Mackinac County Road Commission Funds	\$ 0	\$ 0	\$ 0
Total Funds	<u>\$480,000</u>	<u>\$550,000</u>	<u>\$1,030,000</u>

EDA 49522 - 74873

Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: State Transportation Economic Development Funds and Mackinac County Road Commission Funds.

Commitment Level: 100% State up to \$1,030,000 and the balance by Mackinac County Road Commission for the combined Parts A and B; both parts based on estimates.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway.

36. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5238) between MDOT and the Roscommon County Road Commission will provide for funding participation in the construction of the following improvements utilizing Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Preventative maintenance work along F-97 from Central Drive northerly to Silsby Road, including chip seal and traffic control work.

Estimated Funds:

Federal Highway Administration Funds being used

in lieu of State Restricted Economic Development Funds \$105,600

Roscommon County Road Commission Funds \$ 26,400

Total Funds \$132,000

EDDF 72555 - 72697

Proposed 6/6/2003 Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: Federal Minimum Guarantee Funds and Roscommon County Road Commission Funds.

Commitment Level: 80% Federal, 20% Roscommon County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway.

37. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5243) between MDOT and the Emmet County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds and Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Resurfacing work along Mitchell Road from approximately 3,100 feet east of the Springvale west township line to approximately 875 feet east of Berger Road, including base crushing and shaping, hot mix asphalt paving, culvert, pavement marking, and turf establishment work.

Estimated Funds:

Federal Highway Administration Funds being used	
in lieu of State Restricted Economic Development Funds	\$ 88,200
Federal Highway Administration Funds	\$ 37,800
State Restricted Economic Development Funds	\$ 39,600
Emmet County Road Commission Funds	<u>\$ 14,400</u>
Total Funds	<u>\$180,000</u>

EDDF 24555 - 72772

Proposed 6/6/2003 Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: Federal Minimum Guarantee Funds, Federal Surface Transportation Program Funds, State Transportation Economic Development Funds, and Emmet County Road Commission Funds.

Commitment Level: 70% Federal, 22% State, 8% Emmet County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway.

38. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5248) between MDOT and the Roscommon County Road Commission will provide for funding participation in the construction of the following improvements utilizing Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Preventative maintenance work along County Road 100 from County Road 300 (East Houghton Lake Drive) northerly to County Road 104 (Marl Lake Road), including chip seal and traffic control work.

Estimated Funds:

Federal Highway Administration Funds being used	
in lieu of State Restricted Economic Development Funds	\$61,200
Roscommon County Road Commission Funds	<u>\$15,300</u>
Total Funds	<u>\$76,500</u>

EDDF 72555 - 72694
Proposed 6/6/2003 Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: Federal Minimum Guarantee Funds and Roscommon County Road Commission Funds.

Commitment Level: 80% Federal, 20% Roscommon County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway.

39. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5250) between MDOT and the Midland County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category F Funds:

Milling and rehabilitation of Poseyville Road from approximately 450 feet north of Gordonville Road to the south city limits of Midland.

Estimated Funds:

State Restricted Economic Development Funds	\$375,000
Midland County Road Commission Funds	<u>\$125,000</u>
Total Funds	<u>\$500,000</u>

EDF 56566 - 74797
Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: State Transportation Economic Development Funds and Midland County Road Commission Funds.

Commitment Level: 75% State up to \$375,000 and the balance by Midland County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway.

40. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5252) between MDOT and the City of Iron River will provide for funding participation in the construction of the following improvements utilizing Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Reconstruction work along Seventh Avenue from Highway US-2 (Adams Street) northerly to Franklin Street, including coldmilling, pavement removal, curb and gutter, earth excavation, hot mix asphalt surfacing, aggregate base, subbase, intersection improvements, driveway improvements, and restoration work.

Estimated Funds:

Federal Highway Administration Funds being used

in lieu of State Restricted Economic Development Funds \$249,600

City of Iron River Funds \$ 62,400

Total Funds \$312,000

EDDF 36555 - 55111; Iosco County

Proposed 7/9/2003 Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: Federal Minimum Guarantee Funds and City of Iron River Funds.

Commitment Level: 80% Federal, 20% City of Iron River; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway.

41. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5301) between MDOT and the Road Commission for Macomb County will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Resurfacing work along Mound Road from 8 Mile Road to 10 Mile Road.

Estimated Funds:

State Restricted Economic Development Funds	\$1,000,000
Road Commission for Macomb County Funds	<u>\$ 400,000</u>
Total Funds	<u>\$1,400,000</u>

EDA 50522 - 74745

Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: State Transportation Economic Development Funds and City of Warren Funds.

Commitment Level: 100% State up to \$1,000,000 and the balance by City of Warren; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway.

42. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Amendatory Contract (2003-5307) between MDOT and the City of Detroit will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Reconstruction and resurfacing work along Monroe Street from Woodward Avenue to Randolph Street, along Gratiot Avenue from Woodward Avenue to Broadway Street, and along Woodward Avenue from Congress Street to north of Michigan Avenue, including traffic signals and underground conduit.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMENDED</u>	<u>TOTAL</u>
State Restricted Economic Development Funds	\$4,233,331	\$1,616,775	\$5,850,106
City of Detroit Funds	<u>\$1,122,869</u>	<u>\$1,249,625</u>	<u>\$2,372,494</u>
Total Funds	<u>\$5,356,200</u>	<u>\$2,866,400</u>	<u>\$8,222,600</u>

EDA 82522 - 59980; Wayne County
Amendment

The purpose of this amendment is to increase the maximum amount of Transportation Economic Development Funds from \$4,233,331 to \$5,850,106 for eligible work items.

Purpose/Business Case: Amend original contract to include additional Transportation Economic Development funding for eligible work items.

Benefit: To allow for the completion of the Woodward loop for the Compuware Headquarters project.

Funding Source: State Transportation Economic Development Funds and City of Detroit Funds

Commitment Level: 100% State up to \$5,850,106 and the balance by City of Detroit; based on estimate

Risk Assessment: Without amendment, the work would have to be rebid and the cost of the State's participation would likely be higher.

Cost Reduction: N/A. (Original contract was for low bid.)

New Project Identification: N/A (Original contract was to improve existing roadway.)

43. MULTI-MODAL (Aeronautics) - Increase Amount

Amendatory Contract (2001-0622/A1) between MDOT and the Delta County Board of Commissioners will increase the State and local funds by \$9,000 for this Capital Improvement and Equipment (CIP) project due to an increase in the installation cost of the emergency generator. The original contract provides for the purchase and installation of an emergency generator system, the purchase of one defibrillator and cabinet plus associated equipment, and the training of personnel at the Delta County Airport in Escanaba, Michigan. The contract term remains unchanged, July 16, 2001, through July 15, 2004. The revised total contract amount will be \$88,000. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$71,100	\$8,900	\$80,000
Delta County Funds	<u>\$ 7,900</u>	<u>\$ 100</u>	<u>\$ 8,000</u>
Total	<u>\$79,000</u>	<u>\$9,000</u>	<u>\$88,000</u>

Purpose/Business Case: Capital Improvement and Equipment projects seek to improve airport facilities for passenger operations to support air service and economic development. Current Federal funding mechanisms (entitlement or discretionary) are unavailable for many types of facility enhancement projects, and consequently, are delayed or never initiated due to limited funds, pre-set priorities, and program guidelines.

Benefit: The program allows Michigan airports another funding mechanism for projects currently not undertaken through existing Federal and State improvement programs. Examples of eligible projects include interior terminal modifications, security equipment, flight information centers, covered walkways, ticket areas, and handicapper accessibility improvements.

Funding Source: At airports with less than 150,000 enplanements such as Escanaba, 90 percent of the funds come from State Restricted Aeronautics Funds and 10% of the funds comes from local sources.

Commitment Level: Actual costs are reimbursed up to the maximum amount of the contract, \$80,000.

Risk Assessment: If the contract is not awarded, certain facility enhancement projects will not be accomplished by the local airport, as they could not afford to complete the project without State assistance, and the availability of Federal funds would be uncertain.

Cost Reduction: Projects of this type generally have been limited to \$80,000 maximum in State funds, based upon availability, and local matching funds.

New project Identification: This is not a new construction project.

44. MULTI-MODAL (Aeronautics) - Construction and Land Acquisition

Contract (2003-0255) between MDOT and the Delta County Board of Commissioners will provide Federal and State grant funds for expanding and remodeling the terminal building at the Delta County Airport in Escanaba, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds - \$2,116,500; State Restricted Aeronautics Funds - \$117,580; Delta County Funds - \$275,920; Contract Total - \$2,510,000.

Purpose/Business Case: Since 9/11, airport security has changed tremendously, and Escanaba is in need of a terminal redesign in order to develop a sterile area for passengers, as well as a general updating of the building.

Benefit: The new terminal will have more room to separate secured passengers from unsecured, will be more energy efficient, and will be laid out for better flow of pedestrian and auto traffic.

Funding Source: FAA Funds - \$2,116,500; State Restricted Aeronautics Funds - \$117,580; Delta County Funds - \$275,920; Contract Total - \$2,510,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain Federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the local sponsor will have to proceed with the project without Federal or State funding, which it cannot do.

Cost Reduction: All construction contracts will be procured through Federal procurement guidelines and awarded to the lowest bidder. All work will meet and not exceed State and Federal eligibility requirements; the local sponsor is responsible for any work over and above State and Federal eligible items.

New Project Identification: The terminal work will be a rehabilitation and expansion project. The percentage of new work is estimated at 75%, primarily due to airport security in the passenger waiting area.

45. MULTI-MODAL (Aeronautics) - Design Engineering and Construction, Replace Equipment

Contract (2003-0296) between MDOT and the Kalamazoo County Board of Commissioners will provide Federal and State grant funds for an airport layout plan (ALP) update, the design of taxiway H, project management of the terminal area expansion, replacement of a passenger loading bridge, security system upgrade, and replacement of a snow removal equipment (SRE) friction vehicle at the Kalamazoo/Battle Creek International Airport in Kalamazoo, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds - \$1,508,120; State Restricted Aeronautics Funds - \$90,490; Kalamazoo County Funds - \$321,590; Contract Total - \$1,920,200.

Purpose/Business Case: The sponsor will soon hire a project management consultant to oversee the design and construction of the terminal expansion to begin next year. The ALP is a portion of the master plan that needs to be coordinated with the design of the terminal expansion. A new passenger loading bridge for the smaller regional jets will replace an existing bridge. The security access control is a system that monitors and controls entry into the airports secured operations area. All gates and doors are electronically controlled from a central security office. The SRE friction vehicle is a specialized vehicle equipped with sensors to measure the surface friction of runways and taxiways during marginal weather conditions. The existing vehicle is eleven years old, with obsolete equipment that is very difficult to maintain. Taxiway H is a proposed new taxiway that will serve the general aviation area on the east side of the airport.

Benefit: The airport manager does not have staff to coordinate and oversee the work, so a consultant will be procured to assure quantity and quality of the terminal expansion. The benefit of the ALP update is to coordinate the planning efforts of the local airport with the State and Federal airspace and airport standards agencies. The ALP is also used to coordinate zoning, environmental issues, noise issues, and control tower needs and facility maintenance. The new passenger loading bridge will replace an existing bridge with a unit that will fit the smaller, new regional jets. Since 9/11, airport security has changed tremendously, and the airport is updating the security system to meet current FAA requirements and create a secure environment for the traveling public. The friction vehicle replacement will maintain safety standards set by FAA for runway condition monitoring. Pilots will have current conditions to plan their flights.

Funding Source: FAA Funds - \$1,508,120; State Restricted Aeronautics Funds - \$90,490; Kalamazoo County Funds - \$321,590; Contract Total - \$1,920,200.

Commitment Level: The airport sponsor is obligated by past grants to maintain Federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded the sponsor will have to proceed with the project without Federal or State funding. Deletion or delay of the purchase of the security control system or friction vehicle would probably prompt a citation by the Federal compliance inspector and possibly put the airport into non-compliance status, which would stop further Federal grants until satisfied and possibly cause a fine to be incurred.

Cost Reduction: All construction contracts will be procured through Federal procurement guidelines and awarded to the lowest bidder. The sponsor is responsible for any work over and above State and Federal eligible items.

New Project Identification: The security system and ALP update are replacement items; the friction vehicle and passenger loading bridge are new. The new portion of the project is estimated at 50%.

46. MULTI-MODAL (UPTRAN) – Railroad Force Account Work

Authorization (25012-75301) under Master Agreement (94-0805) between MDOT and CSX Transportation, Inc. (CSXT), will provide funding for the relocation and upgrading of existing side-of-street flashing-light signals and the installation of new half-roadway gates and flashing-light signals on cantilever arms at CSXT's grade crossing of Holly Road in Genesee County's Grand Blanc Charter Township. This work, to be done as part of a roadway widening/relocation project, will enhance motorist safety. This authorization will be issued under the provisions of the master agreement and a Local Agency Application submitted by the Genesee County Road Commission and approved on August 26, 2002. The total cost of the project is estimated to be \$305,938. Source of Funds: FY 2002 State Restricted Trunkline Funds - \$152,969; Federal Highway Administration Funds - \$152,969.

Purpose/Business Case B The project will relocate and upgrade existing flashing-light signals and install new half-roadway gates and flashing-light signals on cantilever arms at the grade crossing of CSXT with Holly Road in Genesee County's Grand Blanc Charter Township. This installation is ordered for public safety under the provisions of MCLA 462.301 and is being undertaken in conjunction with the closure of the grade crossing at nearby Cook Road.

Benefit B The work is being undertaken for the sole purpose of enhancing motorist safety in conjunction with a road-widening project. The roadway is being widened from a two-lane, 22-foot surface to five lanes with a total width of 65 feet. The relocation of the flashing-light signals and addition of larger lights, gates, and cantilevers was deemed necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source B Funding for this project is a combination of Federal and State dedicated grade crossing safety funds appropriated under the provisions of USC Title 23 Section 130 and MCLA 247.660(1)(a), respectively. FY 2002 State Restricted Trunkline Funds - \$152,969.00; Federal Highway Administration Funds - \$152,969.00.

Commitment Level B The authorization amount is based on CSXT's estimate and will be paid on a force account basis.

Risk Assessment B The enhancements to existing warning devices at the crossing will not only accommodate the road widening but also will provide an even greater level of warning for motorists. In addition, the closure of the Cook Road crossing to vehicular traffic will virtually ensure that no future car-train crashes will take place at that location.

Cost Reduction B The work will be performed by CSXT on a force account basis, so we will be reimbursing the railroad for actual costs incurred. Ongoing maintenance will be the joint responsibility of CSXT and the Genesee County Road Commission.

New Project Identification B Motorist warning at the crossing today is provided by side-of-street flashing-light signals. This project would relocate those signals to accommodate a road widening and enhance the level of warning by adding larger lights, half-roadway gates and additional signals on cantilever arms.

47. MULTI-MODAL (UPTRAN) – Railroad Force Account Work

Authorization (47039-75106) under Master Agreement (94-0805) between MDOT and CSX Transportation, Inc. (CSXT), will provide funding for the relocation of existing flashing-light signals and the installation of half-roadway gates at CSXT's grade crossing of Brighton Lake Road in Brighton, Michigan. This work, to be done following a roadway-widening project, will enhance motorist safety. This authorization will be issued under the provisions of the master agreement and a Local Agency Application submitted by the City of Brighton and approved on September 6, 2002. The total cost of the project is estimated to be \$126,217. Source of Funds: FY 2002 State Restricted Trunkline Funds - \$63,108.50; Federal Highway Administration Funds - \$63,108.50.

Purpose/Business Case B The project will relocate existing flashing-light signals and install half-roadway gates at the grade crossing of CSXT with Brighton Lake Road in Brighton, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit B The work is being undertaken for the sole purpose of enhancing motorist safety. A recent roadway improvement project left the existing signals too close to the roadway, creating a potential traffic hazard. The relocation of the flashing-light signals and addition of gates was deemed necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source B Funding for this project is a combination of Federal and State dedicated grade crossing safety funds appropriated under the provisions of USC Title 23 Section 130 and MCLA 247.660(1)(a), respectively. FY 2002 State Restricted Trunkline Funds - \$63,108.50; Federal Highway Administration Funds - \$63,108.50.

Commitment Level B The authorization amount is based on CSXT's estimate and will be paid on a force account basis.

Risk Assessment B The existing signals are too close to the roadway, creating a potential hazard for motorists. This project will correct that by relocating the lights to their proper positions. It will also add gates to provide an even greater level of warning for motorists.

Cost Reduction B The work will be performed by CSXT on a force account basis, so we will be reimbursing the railroad for actual costs incurred. Ongoing maintenance will be the joint responsibility of CSXT and the City of Brighton.

New Project Identification B Motorist warning at the crossing today is provided by side-of-street flashing-light signals. This project would relocate those signals to accommodate the road widening and enhance the level of warning by adding half-roadway gates.

48. MULTI-MODAL (UPTRAN) – Railroad Force Account Work

Authorization (70007-75115) under Master Agreement (94-0805) between MDOT and CSX Transportation, Inc. (CSXT), will provide funding for the relocation and upgrading of existing side-of-street flashing-light signals and the installation of new half-roadway gates and flashing-light signals on cantilever arms at CSXT's grade crossing of Riley Street in Ottawa County's Holland Township. This work, to be done in conjunction with a roadway-widening project, will enhance motorist safety. This authorization will be issued under the provisions of the master agreement and a Local Agency Application submitted by the Ottawa County Road Commission and approved on October 21, 2002. The total cost of the project is estimated to be \$167,499.

Source of Funds: FY 2002 State Restricted Trunkline Funds - \$41,874.75; Federal Highway Administration Funds - \$41,874.75; Ottawa County Road Commission Funds - \$83,749.50.

Purpose/Business Case B The project will relocate and upgrade existing flashing-light signals and install new half-roadway gates and flashing-light signals on cantilever arms at the grade crossing of CSXT with Riley Street in Ottawa County's Holland Township. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit B The work is being undertaken for the sole purpose of enhancing motorist safety in conjunction with a road-widening project. The roadway is being widened from a two-lane, 24-foot surface to five lanes with a total width of 59 feet. The relocation of the flashing-light signals and addition of larger lights, gates, and cantilevers was deemed necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source B Funding for 50 percent of this project is a combination of Federal and State dedicated grade crossing safety funds appropriated under the provisions of USC Title 23 Section 130 and MCLA 247.660(1)(a), respectively. FY 2002 State Restricted Trunkline Funds - \$41,874.75; Federal Highway Administration Funds - \$41,874.75; Ottawa County Road Commission Funds - \$83,749.50.

Commitment Level B The contract cost is based on CSXT's estimate and will be paid on a force account basis.

Risk Assessment B The enhancements to existing warning devices at the crossing will not only accommodate the road widening but also will provide an even greater level of warning for motorists.

Cost Reduction B The work will be performed by CSXT on a force account basis, so we will be reimbursing the railroad for actual costs incurred. Ongoing maintenance will be the joint responsibility of CSXT and the Ottawa County Road Commission.

New Project Identification B Motorist warning at the crossing today is provided by side-of-street flashing-light signals. This project would relocate those signals to accommodate a road widening and enhance the level of warning by adding larger lights, half-roadway gates and additional signals on cantilever arms.

49. MULTI-MODAL (UPTRAN) - Add Line Item, Adjust Line Item Amounts

Amendatory Contract (2000-0399/A1) between MDOT and Gogebic County Transit will add a line item to provide for the purchase of a fax machine/copier and revise line item cost estimates. The local match will also be increased by \$150 and the State match decreased by \$150 because office equipment is a Category 3 capital item that the State matches at 15 percent rather than 20 percent. The original contract provided State matching funds for Federal STP Funds flexed to Gogebic County Transit's FY 2000 Federal Section 5311 Capital Program. The contract term remains unchanged, August 11, 2000, through August 10, 2003. The total amount of the contract remains unchanged at \$128,000. Source of Funds: Federal Transit Administration Funds - \$102,400; FY 2000 State Restricted Comprehensive Transportation Funds - \$25,450; Local - \$150.

Purpose/Business Case: The amendment provides for the purchase of a fax machine/copier and will increase the local match by \$150 and reduce the State match by \$150. The original contract provides State matching funds for Gogebic's FY 2002 Section 5311 grant.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$102,400; FY00 State Restricted Comprehensive Transportation Funds - \$25,450; Local - \$150.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this amendment are that Federal funds would be lost and a less efficient transit agency operation would result.

Cost Reduction: Grant amount is determined by the Local Task Force as dictated by TEA-21 and then flexed to FTA for grant award.

New Project Identification: Purchase of new office equipment.

50. MULTI-MODAL (UPTRAN) - Retroactive Time Extension

Retroactive Amendatory Contract (2000-0787/A3) between MDOT and the National Railroad Passenger Corporation (Amtrak) will extend the contract term by six months to allow Amtrak sufficient time to complete the project. Due to unexpected delays in receiving equipment, the installation of the equipment cannot be completed until the weather breaks and the ground thaws to allow for excavation and extraction of the existing ties and switches. The original contract provided funding for infrastructure improvements along the Amtrak-owned and -leased right-of-way in Michigan, west of Kalamazoo. This project includes grade crossing warning device replacements and upgrade, continuous welded rail installation on controlled sidings, cross tie installation, track surfacing, the purchase and installation of a high-speed, high-tech turnout, and an engineering study for connecting track at West Detroit. This project is done in an effort to increase safety and decrease travel times on the Federally-designated Detroit-Chicago High Speed Rail Corridor. The revised contract term will be September 13, 2000, through September 30, 2003. The total contract amount remains unchanged at \$3,982,958. Source of Funds: State Restricted Comprehensive Transportation Funds - \$3,982,958.

When this amendment was initially processed in early March, we were unaware that the State Administrative Board (SAB) twelve-month time extension exemption had been rescinded, and, therefore, did not schedule the amendment for SAB approval. We did not discover this oversight until the next amendment (A4) was requested for processing.

Purpose/Business Case: The contract provides for various railroad infrastructure improvements associated with the implementation of high-speed rail operations on the Amtrak-owned and -leased right-of-way in southwest Michigan. Benefit: To allow Amtrak sufficient time to complete the project. Due to unexpected delays in receiving equipment, the installation of the equipment cannot be completed until the weather breaks and the ground thaws to allow for excavation and extraction of the existing ties and switches.

Funding Source: State Restricted Comprehensive Transportation Funds - \$3,982,958.

Commitment Level: Contract is based on estimates.

Risk Assessment: If this amendment is not awarded, the high-speed rail project will be slowed due to slower track speeds, and the motoring public will lose the benefit of the improved grade crossing warning devices.

Cost Reduction: The cost has been examined and negotiated by MDOT's Rail Passenger Section and found to be reasonable.

New Project Identification: This is not a new project.

51. *MULTI-MODAL (UPTRAN) - Time Extension

Amendatory Contract (2000-0787/A4) between MDOT and the National Railroad Passenger Corporation (Amtrak) will extend the contract term by one year to provide Amtrak additional time to complete the engineering study portion of the project. The engineering study for connecting track at West Detroit may have overlapping elements with adjacent railroad projects, and additional coordination is required to assure that no duplication of activities or costs is expended. The original contract provides funding for grade crossing warning device replacement and upgrade, continuous welded rail installation on controlled sidings, cross tie installation and track surfacing, the purchase and installation of a high-speed, high-tech turnout, and an engineering study for connecting track at West Detroit. The revised contract term will be September 13, 2000, through September 30, 2004. This project is undertaken in an effort to increase safety and decrease travel times on the Federally-designated Detroit-Chicago High Speed Rail Corridor. The total contract amount remains unchanged at \$3,982,958. Source of Funds: State Restricted Comprehensive Transportation Funds - \$3,982,958.

Purpose/Business Case: The contract provides for various railroad infrastructure improvements associated with the implementation of high-speed rail operations on the Amtrak-owned and -leased right-of-way in southwest Michigan.

Benefit: To assure that MDOT receives the most accurate and concise study report. There are railroad and track relocation/consolidation projects running currently by other railroads in the same area that may have a significant impact on the West Detroit connecting track. The benefit of extending this contract is that it will allow the other projects to be completed or to be partially completed to a degree that will allow Amtrak's engineering study to be completed without duplication or unseen changes to the current track alignments.

Funding Source: State Restricted Comprehensive Transportation Funds - \$3,982,958.

Commitment Level: Contract is based on estimates.

Risk Assessment: If this amendment is not awarded, the engineering study could result in recommendations being made prematurely, due to track changes planned subsequent to September 30, 2003, but not known to Amtrak or MDOT.

Cost Reduction: The cost has been examined and negotiated by MDOT's Rail Passenger Section and found to be reasonable.

New Project Identification: This is not a new project.

52. MULTI-MODAL (UPTRAN) - Increase Amount and Extend Term

Amendatory Contract ([2000-0861/A1](#)) between MDOT and the Muskegon County Board of Commissioners will add State funds of \$7,157 to match additional Federal funds of \$28,626 and extend the contract term by one year. The Federal grant was revised to correct errors in the original grant, and the additional funding will be used for the Compressed Natural Gas (CNG) fueling station. The term is being extended as the purchase of this equipment was delayed because the Muskegon Area Transit Authority is undergoing a comprehensive service analysis to determine the most appropriate type of vehicle for its fleet. The original contract provides State matching funds to Muskegon County's FY 2000 Federal Section 5307 and Congestion Mitigation and Air Quality (CMAQ) Program grant. The revised contract term will be June 22, 2000, through June 21, 2004. The revised total cost of the contract will be \$835,783. Source of Funds: Federal Transit Administration Funds - \$668,626; State Restricted Comprehensive Transportation Funds - \$163,657; Muskegon County Funds - \$3,500.

Purpose/Business Case: Provides for planning, maintenance equipment, a compressed natural gas fueling station and buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$668,626; State Restricted Comprehensive Transportation Funds - \$163,657; Muskegon County Funds - \$3,500.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this amendment are that Federal funds would be lost and the needed transit improvements would not be made.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is a new construction project.

53. MULTI-MODAL (UPTRAN) - Time Extension

Amendatory Contract ([2000-0865/A1](#)) between MDOT and the Muskegon County Board of Commissioners will extend the contract term by one year to complete the purchase of buses. The purchase was delayed because the Muskegon Area Transit Authority has been undergoing a Comprehensive Service Analysis to determine the most appropriate type of vehicle for its fleet. The original contract provides State matching funds to the FY 1999 Section 5307 program. The revised contract term will be July 14, 2000, through July 13, 2004. The total cost of the project remains unchanged at \$340,000. Source of Funds: Federal Transit Administration - \$272,000; FY 2000 State Restricted Comprehensive Transportation Funds - \$64,500; Muskegon County Funds - \$3,500.

Purpose/Business Case: Provides for planning, maintenance equipment, and buses (Congestion Mitigation and Air Quality Improvement Program (CMAQ)).

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration - \$272,000; FY 2000 State Restricted Comprehensive Transportation Funds - \$64,500; Local - \$3,500.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this amendment are that Federal funds would be lost and needed transit improvements would not be made.

Cost Reduction: Grant amount is not negotiated.

New Project Identification: Not a new construction project.

54. MULTI-MODAL (UPTRAN) - Time Extension

Amendatory Contract ([2001-0509/A2](#)) between MDOT and the Beaver Island Transportation Authority will extend the contract term by one year. The extension is necessary to complete the passenger and freight reservation system as the agency has encountered difficulties in locating a vendor that can meet the technical and logistical requirements of the system. The original contract provides 90 percent State funds for equipment for the ferry and the Beaver Island terminal facility. Project items include a passenger and freight reservation/data system, forklift truck and portable crane, oil boom for spill containment, and paving, lighting, and fencing of a parking lot for Beaver Island terminal. The revised contract term will be June 25, 2001, through June 24, 2004. The contract amount remains unchanged at \$384,655. Source of Funds: FY 2001 State Restricted Comprehensive Transportation Funds - \$346,189; Beaver Island Transportation Authority Funds - \$38,466.

Purpose/Business Case: Provides for passenger and freight reservation/data system, forklift truck and portable crane, oil boom for spill containment, and paving, lighting and fencing of a parking lot for Beaver Island terminal.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: FY 2001 State Restricted Comprehensive Transportation Funds - \$346,189; Local - \$38,466.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this amendment is that needed transit improvements would not be made.

Cost Reduction: The reservation system will be bid out and the most responsive vendor selected.

New Project Identification: Not a new construction project.

55. *MULTI-MODAL (UPTRAN) – Extend Project Completion Period and Adjust Scope
Amendatory Contract (2001-0639/A1) between MDOT and Grand Trunk Western Railroad (GTW) will retroactively extend the time to complete a grade separation feasibility study by approximately 21 months, adjust the project scope to include only the feasibility study portion of the project, and allow for the St. Clair County Road Commission to serve as the lead administrative agency for the project. Due to a reduction in its workforce, GTW has been unable to initiate the study, which has delayed implementation of the project, and GTW has now agreed to allow the St. Clair County Road Commission to coordinate the study. The project completion time will be extended until one year after award of this amendment to the contract. Also, four work items from the original contract are being removed, as the need for these work items is dependent upon the results of the study. If the study concludes that a grade separation is feasible, additional Federal funding will be made available at that time for the next phase of the project. The original contract provides for the design of a rail grade separation to the railroad entrance along the Canadian border at Port Huron. The contract term remains unchanged, from August 24, 2001, until the last obligation between the parties has been fulfilled. The total cost of the contract remains unchanged at \$390,959. Source of Funds: Federal Highway Administration Funds - \$320,000; GTW Funds - \$70,959.

Purpose/Business Case: This contract amendment will authorize the St. Clair County Road Commission to undertake a feasibility study for a highway /railroad grade separation in Port Huron and extend the time period for completion of the study.

Benefit: Construction of a highway/railroad grade separation would eliminate severe traffic congestion, reduce the risk of car/train accidents, and improve emergency response times. The overall benefits would be improved public safety, improved mobility, and enhanced land use options.

Funding Source: Federal Highway Administration Funds - \$320,000; GTW Funds - \$70,959.

Commitment Level: Contract based on cost estimates.

Risk Assessment: Not extending the project completion time will result in the loss of Federal funding and the local match needed to conduct the study, and therefore, the lost opportunity for a grade separation.

Cost Reduction: At MDOT's request, GTW agreed to provide the entire local match of \$70,959, and, also at MDOT's request, the County Road Authority agreed to serve as the lead administrative agency. This approach will result in additional saving to MDOT since we will no longer have to commit staff resources to solicit, award, and manage/monitor this project. As such, MDOT's only financial obligations are for those administrative costs associated with serving as a pass through agency for Federal funds.

New Project Identification: This is not a new project.

56. MULTI-MODAL (UPTRAN) - Time Extension
Amendatory Contract (2001-0867/A1) between MDOT and the Beaver Island Transportation Authority (BITA) will extend the contract term by twelve months to allow time for BITA to complete the coordination study. The study was delayed due to renegotiation of the management agreement with the private service provider. The original contract provided funding from the Services Development New Technology program for a coordination study for Beaver Island. The coordination study will examine the current ferry system and the island's current and future needs and make service recommendations. The revised contract term will be August 22, 2001, through August 21, 2004. The total contract amount remains unchanged at \$40,000. Source of Funds: FY 2001 State Restricted Comprehensive Transportation Funds - \$40,000.

Purpose/Business Case: Provides for funding from the Services Development New Technology program for a coordination study for Beaver Island.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: FY 2001 State Restricted Comprehensive Transportation Funds - \$40,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not carrying out the study for this project is that more efficient ferry operations will not be explored.

Cost Reduction: The study will be awarded to the lowest bidder.

New Project Identification: Not a new project.

57. MULTI-MODAL (UPTRAN) - Decrease Amount

Amendatory Contract (2001-0945/A1) between MDOT and the City of Holland will reduce the contract amount by \$46,250 (\$37,000 in Federal funds and \$9,250 in State funds) in order to match the Federal award. The reduction is necessary to adjust for Federal funding that was inadvertently included in the contract when it was originally awarded. During the application process, Federal Congestion Mitigation and Air Quality (CMAQ) funds became available and were added to the contract without reductions to other line items in the contract. The original contract provides State matching funds to Holland's FY 2001 Section 5307 grant for the purchase of buses, radios, shelters, and maintenance equipment. The term of the contract remains unchanged, September 17, 2001, through September 16, 2004. The revised total contract amount will be \$506,250. Source of Funds: Federal Transit Administration Funds - \$405,000; State Restricted Comprehensive Transportation Funds - \$101,250.

Purpose/Business Case: Provides for a reduction in the contract for City of Holland's FY 2001 Section 5307 and CMAQ Program grant to match the Federal award.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$405,000; State Restricted Comprehensive Transportation Funds - \$101,250.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this amendment is that State funds not needed in this contract would not be released for other purposes.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Not a new project.

58. MULTI-MODAL (UPTRAN) - Increase Amount

Amendatory Contract (2001-0946/A1) between MDOT and the Interurban Transit Partnership (ITP) Grand Rapids, will adjust contract line item totals and add \$20,000 in Federal Surface Transportation Program (STP) Flex funds received by ITP for this project and \$5,000 in State matching funds. The additional funds will be used to purchase bike racks needed to improve customer service. The original contract provided State matching funds for ITP's FY 2001 Section 5307/Congestion Mitigation and Air Quality Improvement Program (CMAQ) - FY 2000 STP. The contract term remains unchanged, March 20, 2001, through March 20, 2004. The revised total contract amount will be \$6,747,885. Source of Funds: Federal Transit Administration Funds - \$5,398,308; State Restricted Comprehensive Transportation Funds - \$1,331,117; ITP Funds - \$18,460.

Purpose/Business Case: Provides \$20,000 of Federal STP Flex funds received by ITP, \$5,000 in State matching funds for the purchase of additional bike racks and adjusts line item totals of the original contract.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration: \$5,398,308; State Restricted Comprehensive Transportation Funds: \$1,331,117; Local Funds- \$18,460.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this amendment are that Federal funds would be lost and the needed transit improvements would not be made.

Cost Reduction: Grant amount is determined by the Local Task Force, as dictated by TEA-21, and then flexed to FTA for grant award, not negotiated.

New Project Identification: New bicycle racks.

59.-66. MULTI-MODAL (UPTRAN) - Section 5309

The following authorizations issued under Master Agreements between MDOT and the following agencies provide Federal Section 5309 capital funding for items under the FY 2003 Section 5309 program grant. The funding is 80 percent Federal and 20 percent State match. The funds will be used for the purchase of vehicles and equipment and the rehabilitation/construction of facilities for eligible urbanized and nonurbanized transit agencies participating in the FY 2003 Section 5309 program. The effective dates of the authorizations will be the effective date of the Federal grant, and the authorizations will be in effect for three years. The authorizations may be retroactive due to the terms matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992 from SAB retroactive contract policy. The total cost of these authorizations will be \$6,238,980. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$4,991,184; FY 2003 and FY 2003 State Restricted Comprehensive Transportation Funds - \$1,247,796.

	<u>Master Agreement/ Project Authorization</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
59.	2002-0004\Z6	Alma, City of	(2) buses Facility Construction	\$ 952,939
60.	2002-0012\Z11	Bay Area Trans. Authority	(10) buses	\$ 614,799
61.	2002-0021\Z9	Branch Area Transit Authority	(1) bus Facility Expansion Communication Equipment Maintenance Vehicle	\$ 368,880
62.	2002-0050\Z7	Ionia, City of	Communication Equipment	\$ 373,797
63.	2002-0060\Z7	Livingston County Bd. Of Com.	(2) buses (2) vans Communication Equipment	\$ 270,511
64.	2002-0061\Z7	Ludington Mass Trans. Auth.	Facility Construction	\$ 645,539
65.	2002-0064\Z9	Marquette County Trans. Auth.	Facility Construction	\$ 2,459,196
66.	2002-0093\Z7	Yates Township	(5) buses Maintenance Equipment Maintenance Vehicle	\$ 553,319

Purpose/Business Case: Provides Federal Section 5309 capital funds to purchase vehicles, equipment, and rehabilitate/ construct facilities for eligible urbanized and nonurbanized transit agencies

Funding Source: Federal Transit Administration Funds - \$4,991,184; FY 2003 and FY 2002 State Restricted Comprehensive Transportation Funds - \$1,247,796.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding these projects are that Federal funds would be lost and the needed transit improvements would not be made.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: May provide for the construction of new facilities.

67. MULTI-MODAL (UPTRAN) - Section 5307 Capital

Project Authorization (Z11) under Master Agreement (2002-0024) between MDOT and the Capital Area Transportation Authority (CATA), Ingham County, will provide State matching funds to CATA's FY 2003 Federal Section 5307 Program grant. Capital items include the lease/purchase of buses and replacement buses, contractor vehicles, spare parts, Americans with Disabilities Act compliance equipment, maintenance equipment, support vehicles, customer enhancements, preventive maintenance, signal and communications equipment, and planning. The authorization will be in effect from April 3, 2003, through April 2, 2006. The authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total authorization amount will be \$4,950,279. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$3,960,223; State Restricted Comprehensive Transportation Funds - \$974,056; CATA Funds - \$16,000.

Purpose/Business Case: Provides for State matching funds to CATA's FY 2003 Section 5307 Program grant for the lease/purchase of buses and replacement buses, contractor vehicles, spare parts, ADA compliant equipment, maintenance equipment, support vehicles, customer enhancements, preventive maintenance, signal and communications equipment, and planning.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration - \$3,960,223; State Restricted Comprehensive Transportation Funds - \$974,056; CATA Funds - \$16,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this authorization are that Federal funds would be lost and the needed transit improvements would not be made.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Not a new project.

68. MULTI-MODAL (UPTRAN) - Section 5309 Program

Project Authorization Revision (Z3/R1) under Master Agreement (2002-0031) between MDOT and the Delta Area Transit Authority will add line items for the purchase of a computer system and for maintenance equipment replacement. After a more thorough review of its current needs, the agency determined that there was a need to replace worn out and out-dated maintenance equipment to ensure safe and efficient maintenance operations. The computer system will allow for better tracking of maintenance work and for improved monitoring of vehicle/maintenance performance. The original authorization provides State matching funds to Delta Area Transit Authority's FY 2002 Federal Section 5309 Program grant. The authorization term remains unchanged, February 19, 2003, through February 18, 2006. The authorization amount remains unchanged at \$74,252. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$59,402; State Restricted Comprehensive Transportation Funds - \$14,850.

Purpose/Business Case: Provides for the procurement of an 11 + 1 passenger bus and the purchase of a computer system and maintenance equipment replacement.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$59,402; State Restricted Comprehensive Transportation Funds - \$14,850.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this revision are that needed equipment will not be purchased and there is a potential loss of Federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated. Items will be bid or price quoted for lowest price.

New Project Identification: New computer equipment; maintenance equipment replacement.

69. MULTI-MODAL (UPTRAN) - Section 5307 Capital

Project Authorization Revision (Z3/R1) under Master Agreement (2002-0054) between MDOT and the City of Jackson Transportation Authority (JTA) will provide additional State matching funds of \$18,000 for the purchase of two vans. Federal Economic Development Funds in the amount of \$72,000 were recently received by JTA for the purchase of the vans. Funding adjustments are also being made to reflect the actual costs of other items in the grant. The original authorization provides State matching funds for JTA's FY 2002 Federal Section 5307 Program grant. The term of the authorization remains unchanged, July 25, 2002, through July 24, 2005. The revised total authorization amount will be \$657,917. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$526,334; State Restricted Comprehensive Transportation Funds - \$131,583.

Purpose/Business Case: Provides for lease payment on six small buses, purchase of associated capital items, shop equipment, computer hardware and software, farebox equipment, miscellaneous support equipment, facility rehabilitation, and purchase of two vans.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$526,334; State Restricted Comprehensive Transportation Funds - \$131,583.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this revision are that Federal funds would be lost and the needed transit improvements would not be made.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Purchase of two new vans.

70. MULTI-MODAL (UPTRAN) - Decrease Amount

Project Authorization Revision (Z2/R1) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will decrease State funds by \$719, increase local funds by \$719, and adjust funding to current expenditures. The reduced State share and increased local share are results of moving funds from the Acquire Shop Equipment line item to the Office Equipment and Furnishings line item, for which the local share of match funds is greater. The original authorization provides State matching funds for the city's FY 2002 Federal Section 5307 Capital and Surface Transportation Program. The authorization term remains unchanged, April 25, 2002, through April 24, 2005. The total authorization amount remains unchanged at \$1,397,251. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$1,117,801; FY 2002 State Restricted Comprehensive Transportation Funds - \$274,981; City of Kalamazoo Funds - \$4,469.

Purpose/Business Case: Provides for a decrease in the State matching funds by \$719, an increase in local funds by \$719, and an adjustment to line item funding to current expenditures.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$1,117,801; City of Kalamazoo - \$4,469; FY 2002 State Restricted Comprehensive Transportation Funds - \$274,981.

Commitment Level: Contract based on estimates.

Risk Assessment: The risks of not awarding this revision are that Federal funds would be lost and the needed transit improvements would not be made.

Cost Reduction: \$719 is shifted from State matching funds to Local funding.

New Project Identification: Not a new project.

71. MULTI-MODAL (UPTRAN) Section 5311 Program

Project Authorization Revision (Z4/R1) under Master Agreement (2002-0067) between MDOT and the Mecosta County Board of Commissioners will add a tire changer to the maintenance equipment line item. After reviewing its current maintenance inventory, the agency determined that a tire changer was needed for more efficient operations in the maintenance department. This item will save time and, therefore, result in more efficient operations. The original authorization provides State matching funds to Mecosta County's FY 2002 Federal Section 5311 Program grant. The authorization term remains unchanged, September 24, 2002, through September 23, 2005. The authorization amount remains unchanged at \$31,250. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$25,000; State Restricted Comprehensive Transportation Funds - \$6,025; Mecosta County Funds - \$225.

Purpose/Business Case: Provides for the procurement of maintenance equipment and computer equipment and for facility improvements/maintenance.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$25,000; State Restricted Comprehensive Transportation Funds - \$6,025; Mecosta County Funds - \$225.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this revision are that needed equipment will not be purchased and there is a potential loss of Federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Purchase of new tire changer.

72. MULTI-MODAL (UPTRAN) - Section 5309

Project Authorization (Z5) under Master Agreement (2002-0070) between MDOT and the City of Milan provides funding for the purchase of four buses and maintenance equipment under the FY 2003 Federal Transit Administration Section 5309 Program grant. The project is funded at 80 percent Federal and 20 percent State match. The effective date of this authorization will be the effective date of the Federal grant, and the authorization will be in effect for three years. The authorization may be retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total project cost will be \$221,327. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$177,062; FY2003 and FY 2002 State Restricted Comprehensive Transportation Funds - \$44,265.

Purpose/Business Case: Provides Federal Section 5309 capital for the purchase of four buses and maintenance equipment.

Funding Source: Federal Transit Administration Funds - \$177,062; FY2003 and FY 2002 State Restricted Comprehensive Transportation Funds - \$44,265.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this authorization are that Federal funds would be lost and the needed transit improvements would not be made.

Cost Reduction: Grant amount determined by FTA and is not negotiated.

New Project Identification: Purchase of buses and maintenance equipment.

73. MULTI-MODAL (UPTRAN) - Section 5309 Program

Project Authorization Revision (Z3/R1) under Master Agreement (2002-0079) between MDOT and the Otsego County Board of Commissioners will provide for the purchase of an existing facility instead of the construction of a new facility. The original authorization provides funding for the purchase of one 29-ft transit bus and for the construction of a new transit facility under the FY 2002 Federal Section 5309 Program. The County has determined that purchasing an existing facility that meets all of its needs would cost several hundred thousand dollars less than constructing a new facility. The term of the authorization remains unchanged, February 19, 2003, through February 18, 2006. The authorization amount remains unchanged at \$371,261. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$297,009; FY 2002 State Restricted Comprehensive Transportation Funds - \$74,252.

Purpose/Business Case: Provides for the purchase one 29-ft transit bus and the purchase of an existing transit facility, as revised.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$297,009; FY 2002 State Restricted Comprehensive Transportation Funds - \$74,252.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this revision are that Federal funds may be lost and a needed facility would not be acquired.

Cost Reduction: The purchase of an existing facility will cost several hundred thousand dollars less than projected new construction costs. Grant amount is determined by FTA and is not negotiated.

New Project Identification: Change from construction of a new facility to the purchase of an existing facility.

74. *MULTI-MODAL (UPTRAN) – Extend Project Completion Period

Amendatory Contract (2002-0352/A1) between MDOT and Depot Enterprise, L.L.C., will retroactively extend the project completion period by seven months, due to the need to coordinate remaining site construction issues with two additional potential users of this transload facility. The original contract provides for a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for a portion of the transload facility site development and a portion of the railroad spur construction. Depot Enterprise is located in Allegan County, in both the city of Wayland and in Wayland Township, between US-131 and the Norfolk Southern Railroad. The term of the contract remains unchanged, from May 9, 2002, until one year after the last obligation between the parties has been fulfilled. The total cost of the contract remains unchanged at \$773,250. Source of Funds: State Restricted Comprehensive Transportation Funds - \$695,925; Depot Enterprise, L.L.C. Funds - \$77,325.

Purpose/Business Case: The original contract provides a MiRLAP loan for Depot Enterprise to construct a transload facility and a railroad spur at its industrial park in Wayland, Allegan County. This amendatory contract extends the construction period by seven months to accommodate two additional tenants of the industrial park.

Benefit: The original contract funded construction of a transload facility and a rail spur to the site. Vanderlind & Son, a local supplier of ductile iron pipe, decided to ship by rail to reduce shipping costs by 30%-40%; this translates to lower prices for these construction products in southwestern Michigan. Pipe previously had been shipped in by truck from Alabama and Tennessee. Vanderlind estimates hiring 35 people within a 5-year period. This amendatory contract allows additional construction time so contracts can be finalized with two additional potential users of the transload facility. The potential users (Buckeye Mining and Vulcan) plan on using the transload facility to facilitate shipping aggregate and coal. Depot Enterprise estimates each user will need to hire at least five people within the first year and each may hire an additional fifteen people when their businesses expand.

Funding Source: State Restricted Comprehensive Transportation Funds - \$695,925; Depot Enterprise, L.L.C., Funds - \$77,325. In addition, MDOT provided an Economic Development Loan/Grant in the amount of \$64,250 for this project, with Depot Enterprise contributing an additional \$64,250.

Commitment Level: The construction cost was based on an estimate.

Risk Assessment: If the construction time line is not extended, the opportunity for this transload facility to serve an additional two rail users may be lost. This could represent the loss of job opportunities in the Wayland area.

Cost Reduction: Depot Enterprise, L.L.C., is contributing \$141,575 to this project. (This amount includes \$64,250 "local match" required for the MiRLAP loan and \$64,250 "local match" required for the Economic Development Loan/Grant.) Depot Enterprise will pay this loan in seven years. This is three years sooner than the maximum time period of ten years.

New Project Identification: This is a new construction project.

75. *MULTI-MODAL (UPTRAN) - Novation

Amendatory Contract ([2002-0554/A1](#)) between MDOT, Kasle Steel Pickling, Inc., and Kerry Steel, Inc., will provide for the reassignment of the contract responsibilities from Kasle Steel Pickling, Inc., to Kerry Steel, Inc. This reassignment is needed because Kasle Steel Corporation, the parent corporation of Kasle Steel Pickling, Inc., has entered into a real estate and equipment purchase agreement with Kerry Steel, Inc., for the purchase by Kerry Steel of real estate that was improved using Michigan Rail Loan Assistance Program (MiRLAP) funds and equipment that, in part, secures payment of the loan (collateral). The original contract provided loan funds, in the amount of \$633,960, to Kasle Steel Pickling, Inc., to construct a rail spur and purchase specialized equipment for the loading and unloading of steel coils at its Dearborn site. The contract term remains unchanged, from August 20, 2002, until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The contract amount remains unchanged at \$746,899. Source of Funds: State Restricted Comprehensive Transportation Funds - \$633,960; Kasle Steel Corporation Funds - \$112,939.

Purpose/Business Case: The original contract provided loan funds from the Michigan Rail Loan Assistance Program (MiRLAP) to Kasle Steel Pickling, Inc., to construct a rail spur at its Dearborn steel processing site. It also financed the purchase of specialized equipment for loading and unloading steel coils from rail cars. This novation provides for the reassignment of contract responsibilities from Kasle Steel Pickling, Inc., to Kerry Steel, Inc.

Benefit: The original contract financed construction of a rail spur and the purchase of specialized steel coil loading and unloading rail equipment. Rail access was demanded by customers, because freight costs are a large component of the cost of getting steel that has been treated in an acid process (pickling). Providing this rail access prevented the closure of Kasle Steel's processing plant and protected the forty existing jobs. Kerry Steel, Inc., is leasing the property and equipment back to Kasle Steel Pickling, Inc. Therefore, all economic benefits anticipated by financing this project will continue to be realized.

Funding Source: State Restricted Comprehensive Transportation Funds - \$633,960; Kasle Steel Corporation Funds - \$112,939.

Commitment Level: The cost of the construction was based on an estimate.

Risk Assessment: Failure to novate this contract could impede Kasle Steel's business decisions for selling the property that was improved using MiRLAP funds and could result in a loss of economic opportunity and/or competitive advantage.

Cost Reduction: Kasle Steel Pickling, Inc. contributed \$112,939 as the "local match" to pay for this project. In addition, Kasle Steel Pickling, Inc. paid an additional \$100,000 for property modifications and an undisclosed amount to pay for an engineering feasibility study.

New Project Identification: This was a new construction project, that has been completed.

76. *MULTI-MODAL (UPTRAN) - Vehicle Transfer

Contract ([2003-0219](#)) between MDOT and the Cheboygan County Board of Commissioners (BOC) will provide for the granting and titling of two buses to the Cheboygan County BOC. These buses were purchased in 2000 through the Vehicle Purchase State Loaner Program. The State of Michigan is no longer maintaining a Loaner Vehicle Program. The Cheboygan County BOC provides service in Cheboygan County and has requested these vehicles for its fleet. The original purchase price of the two vehicles was \$154,498; the current value is \$51,354. The total contract amount will be \$51,354. The contract will be in effect from the date of award through six months. Source of Funds: State Restricted Comprehensive Transportation Funds - \$51,354.

Purpose/Business Case: Provides for the granting and titling of two buses to the Cheboygan County Council on Aging from the Vehicle Purchase State Loaner Program.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: State Restricted Comprehensive Transportation Funds - \$51,354.

Commitment Level: Contract amount based on depreciated cost of vehicles.

Risk Assessment: The risk of not titling the buses to the Cheboygan County COA is the potential loss of transit service to the public.

Cost Reduction: Granting these vehicles to the Cheboygan County COA will result in savings to the State through reduced vehicle insurance and maintenance costs.

New Project Identification: Not a new project.

77. *MULTI-MODAL (UPTRAN) - Section 5311 Operating Revenue Grant

Retroactive Contract (2003-0223) between MDOT and the United States Department of Transportation, Federal Transit Administration (FTA), will provide for the FTA to grant to MDOT \$6,460,067 in Section 5311 Operating Assistance Program funds under Federal Grant MI-18-X033 for nonurban public transportation services for FY 2003. The contract will be in effect from October 1, 2002, through September 30, 2003. The contract is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. Source of Funds: Federal Transit Administration Funds - \$6,460,067.

Purpose/Business Case: Provides for FTA to grant to MDOT \$6,460,067 in Section 5311 Operating Assistance Program funds for FY 2003.

Benefit: These Federal funds help support public transportation provided in nonurban areas of the state.

Funding Source: Federal Transit Administration Funds - \$6,460,067.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not accepting this revenue grant is that Federal funds would be lost and the needed transit service may not be provided.

Cost Reduction: Grant amount is not negotiated.

New Project Identification: Not a new project.

78. MULTI-MODAL (UPTRAN) - Vehicle Transfer

Project Authorization (Z2) under Master Agreement (2003-0224) between MDOT and the City of Hancock will provide for the granting and titling of four buses to the City of Hancock. These buses were purchased in 2000 through the Vehicle Purchase State Loaner Program. The State of Michigan is no longer maintaining a Loaner Vehicle Program. The City of Hancock provides service in Houghton County and has requested these vehicles for its fleet. The original purchase price of the four vehicles was \$210,688; the current value is \$85,896. The total authorization amount will be \$85,896. The authorization will be in effect from the date of award through six months. The term of the Master Agreement is from October 1, 2002, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2003 through FY 2006. Source of Funds: State Restricted Comprehensive Transportation Funds - \$85,896.

Purpose/Business Case: Provides for the granting and titling of four buses to the City of Hancock from the Vehicle Purchase State Loaner Program.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: State Restricted Comprehensive Transportation Funds - \$85,896.

Commitment Level: Contract amount based on depreciated cost of vehicles.

Risk Assessment: The risk of not titling the buses to Hancock is the potential loss of public transit service to the public.

Cost Reduction: Granting these vehicles to Hancock results in savings to the State through reduced vehicle insurance and maintenance costs.

New Project Identification: Not a new project.

79. *TRANSPORTATION PLANNING - Jurisdictional Transfer MOU

Memorandum of Understanding (2003-0284) between MDOT and the Mason County Road Commission will transfer jurisdiction of 6.71 miles of Old US-31 from the south Mason county line northerly to the US-31 interchange at the northbound US-31 ramp pair. In lieu of performing renovation, repair, and/or reconstruction, MDOT will pay the County \$1,987,000. Jurisdiction will transfer from MDOT to the County upon award. Source of Funds: State Restricted Trunkline Funds - \$1,987,000.

Purpose/Business Case: Jurisdictional transfer of old unsigned State trunkline under the authority of P.A. 296 of 1969.

Benefit: P.A. 51 of 1951 and other acts provide for MDOT to build new State trunklines or to realign existing ones; when this occurs, the "old" State trunkline no longer serves a State trunkline purpose. Jurisdictional transfer of "old" State trunklines to a county road commission: (1) places the roadway at the correct level of responsibility in terms of how the roadway functions for the local community; and (2) frees up future MDOT maintenance and improvement resources for "signed" State trunklines which serve a statewide purpose.

Funding Source: MDOT North Region "R & R" budget funds. These funds are not specifically earmarked for this type of work and no portion of the funds are from Build Michigan III.

Commitment Level: The contract cost is for a negotiated lump sum payment, which is fixed.

Risk Assessment: If the jurisdictional transfer does not occur, MDOT will retain a low-functioning/low-priority roadway on our inventory of state roads. Over time, the costs of retaining "old" "unsigned" trunkline will far outweigh the contract cost of the jurisdictional transfer.

Cost Reduction: The contract cost has been negotiated to the lowest mutually acceptable level. Once the contract is effective, MDOT will no longer have maintenance responsibility for the roadway.

New Project Identification: This is not a new construction project - the purpose of the lump sum is to fund the restoration, repair, and/or reconstruction of an existing road, the turnback roadway.

80. *MULTI MODAL (UPTRAN) - Economic Development

Contract (2003-0322) between MDOT and Great Lakes Land Development, located in Menominee County, will provide financial assistance to construct a 600-foot rail spur from Great Lakes Land Development's loading dock to the main line of the Canadian National Railway. This rail spur will allow for the direct transfer of bulk material between rail and ships, thus eliminating interim warehousing and trucking costs. It also will promote rail freight transportation and economic development. This project will help Great Lakes Land Development, a shipping and receiving warehouse facility, handle bulk commodities of paper products, stone and aggregate at the dock. Lower shipping costs will be passed on to the customers. Employment from this project will create four new positions, with the potential for additional job creation within the City of Menominee. The total cost of the project is estimated to be \$97,000. MDOT's loan is estimated to be \$44,000. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if Great Lakes Land Development meets its commitment of shipping and/or receiving 700 rail carloads of freight annually. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled, until the agreement is terminated, or until the loan has been fully forgiven or repaid. Source of Funds: FY 2003 State Restricted Comprehensive Transportation Funds - \$44,000; Great Lakes Land Development Funds - \$53,000.

Purpose/Business Case: The contract provides financial assistance for the construction of a 600-foot rail spur for the transfer of bulk material from railcars to ships at Great Lakes Land Development's port, shipping, and receiving dock in Menominee.

Benefit: This facility will allow for the direct transfer of bulk material between rail and ships, promote economic development by creating four new jobs with the potential for additional jobs, and increase rail freight traffic in the City of Menominee.

Funding Source: FY 2003 State Restricted Comprehensive Transportation Funds - \$44,000; Great Lakes Land Development Funds - \$53,000.

Commitment Level: Contract is based on contractor's preliminary engineering cost estimates.

Risk Assessment: The risk of not performing this activity is the loss of economic growth and job creation in this area.

Cost Reduction: The rail contractor will be charging only \$73.33 per foot of rail; the average cost is \$100-\$110 per foot, resulting in a savings in the range of \$16,000 to \$22,000.

New Project Identification: This is a new construction project.

TRAFFIC SIGNAL COST PARTICIPATION AGREEMENTS

81. M-54 (Dort) at Coldwater, Genesee Township, Genesee County
25072-01-024

	<u>Estimated Installation Cost</u>
Genesee County Funds	\$ 1,363
State Restricted Trunkline Funds	\$ 1,364
FHWA Funds	<u>\$ 27,271</u>
Total	<u>\$ 29,998</u>

82. M-54 (Dort) at Stanley Road, Genesee Township, Genesee County
25072-01-035

	<u>Estimated Installation Cost</u>
Genesee County Funds	\$ 1,416
State Restricted Trunkline Funds	\$ 1,416
FHWA Funds	<u>\$ 28,319</u>
Total	<u>\$ 31,151</u>

83. M-54 (Dort) at Mt. Morris Road, Genesee Township, Genesee County
25072-01-020

	<u>Estimated Installation Cost</u>
Genesee County Funds	\$ 1,168
State Restricted Trunkline Funds	\$ 1,168
FHWA Funds	<u>\$ 23,355</u>
Total	<u>\$ 25,691</u>

84. M-43 (Grand River) at Kensington, City of East Lansing, Ingham County
33082-01-036

	<u>Estimated Installation Cost</u>
City of East Lansing Funds	\$ 1,158
State Restricted Trunkline Funds	\$ 1,158
FHWA Funds	<u>\$ 23,163</u>
Total	<u>\$ 25,479</u>

85. M-20 (Pickard) at Leaton Road, Chippewa Township, Isabella County
37022-01-002

	<u>Estimated Installation Cost</u>
Isabella County Funds	\$ 1,608
State Restricted Trunkline Funds	\$ 1,608
FHWA Funds	<u>\$ 32,159</u>
Total	<u>\$ 35,375</u>

86. M-46 at Federal Highway (Old US-131), Reynolds Township, Montcalm County
59042-01-001

	<u>Estimated Installation Cost</u>
Montcalm County Funds	\$ 1,545
State Restricted Trunkline Funds	\$ 1,545
FHWA Funds	\$ 30,904
Total	<u>\$ 33,994</u>

87. Old M-21 (Chicago Drive) at Main Street, Jenison, Ottawa County
70023-01-004

	<u>Estimated Installation Cost</u>
Ottawa County Funds	\$ 1,763
State Restricted Trunkline Funds	\$ 1,763
FHWA Funds	\$ 35,259
Total	<u>\$ 38,785</u>

88. M-13 (Washington) at Holland Avenue, City of Saginaw, Saginaw County
73051-01-004

	<u>Estimated Installation Cost</u>
City of Saginaw Funds	\$ 1,534
State Restricted Trunkline Funds	\$ 1,534
FHWA Funds	\$ 30,678
Total	<u>\$ 33,746</u>

89. M-13 (Washington) at Remington Street, City of Saginaw, Saginaw County
73051-01-005

	<u>Estimated Installation Cost</u>
City of Saginaw Funds	\$ 1,879
State Restricted Trunkline Funds	\$ 1,879
FHWA Funds	\$ 37,579
Total	<u>\$ 41,337</u>

Purpose/Business Case: Act 51, Public Acts of 1951, authorizes the Department to contract with cities, villages, and boards of county roads of commissioners for the construction, improvement, and/or maintenance of electronic devices on State trunkline roadways. Under the terms of the standard cost agreements, the cities, villages, and boards are reimbursed for labor and materials for installation and annual electrical power usage and maintenance costs of the electronic devices. The Department has made findings that such negotiated agreements are in the public interest.

Benefit: The use of electronic devices provides improved operation and safety for the motoring public. The cost agreements establish funding responsibility for the operation of the electronic devices.

Funding Source: Federal, State Restricted, or local funds, depending on the particular installation.

Commitment Level: Costs as shown on the individual cost agreement for the duration of the installation operation.

Risk Assessment: Loss of local participation funding for the operation of the installation.

Cost Reduction: Fixed costs as shown on the cost agreement.

New Project Identification: Modernization of existing electronic devices.

90. M-13 Connector NB Off Ramp at Wilder/Monitor, Monitor Township, Bay County
09111-01-001

	<u>Estimated Installation Cost</u>
Bay County Funds	\$ 2,283
State Restricted Trunkline Funds	\$ 761
FHWA Funds	\$ 30,440
Total	<u>\$ 33,484</u>

91. US 23 NB Off Ramp at Thompson Road, Fenton Township, Genesee County
25031-01-003

	<u>Estimated Installation Cost</u>
Genesee County Funds	\$ 1,411
State Restricted Trunkline Funds	\$ 696
FHWA Funds	\$ 21,069
Total	<u>\$ 23,176</u>

92. US-23 SB Off Ramp at Thompson Road, Fenton Township, Genesee County
25031-01-103

	<u>Estimated Installation Cost</u>
Genesee County Funds	\$ 1,410
State Restricted Trunkline Funds	\$ 695
FHWA Funds	\$ 21,052
Total	<u>\$ 23,157</u>

93. M-21 (Corunna) at Morrish Road, Clayton Township, Genesee County
25081-01-017

	<u>Estimated Installation Cost</u>
Genesee County Funds	\$ 1,593
State Restricted Trunkline Funds	\$ 1,593
FHWA Funds	\$ 31,861
Total	<u>\$ 35,047</u>

94. M-57 (Vienna Road) at Jennings Road, Vienna Township, Genesee County
25101-01-010

	<u>Estimated Installation Cost</u>
Genesee County Funds	\$ 1,711
State Restricted Trunkline Funds	\$ 1,711
FHWA Funds	\$ 34,215
Total	<u>\$ 37,637</u>

95. US-131 NB Off Ramp at Post Drive, Plainfield, Township, Kent County
41132-01-003

	<u>Estimated Installation Cost</u>
Kent County Funds	\$ 1,274
State Restricted Trunkline Funds	\$ 627
FHWA Funds	\$ 19,011
Total	<u>\$ 20,912</u>

Purpose/Business Case: Act 51, Public Acts of 1951, authorizes the Department to contract with cities, villages, and boards of county roads of commissioners for the construction, improvement, and/or maintenance of electronic devices on State trunkline roadways. Under the terms of the standard cost agreements, the cities, villages, and boards are reimbursed for labor and materials for installation and annual electrical power usage and maintenance costs of the electronic devices. The Department has made findings that such negotiated agreements are in the public interest.

Benefit: The use of electronic devices provides improved operation and safety for the motoring public. The cost agreements establish funding responsibility for the operation of the electronic devices.

Funding Source: Federal, State Restricted, or local funds, depending on the particular installation.

Commitment level: Costs as shown on the individual cost agreement for the duration of the installation operation.

Risk Assessment: Loss of local participation funding for the operation of the installation.

Cost Reduction: Fixed costs as shown on the cost agreement.

New Project Identification: Installation of new electronic devices.

BID LETTING

STATE PROJECTS

96. LETTING OF MAY 02, 2003
PROPOSAL 0305026
PROJECT STUT 31012-55436, ETC
LOCAL AGRMT.
START DATE - 10 days after award
COMPLETION DATE - OCTOBER 07, 2004

ENG. EST.	LOW BID
\$ 3,455,360.31	\$ 4,196,200.95
% OVER/UNDER EST.	
21.44 %	

1.2 mi of concrete pavement, hot mix asphalt cold milling and resurfacing, drainage structures, retaining walls, and pedestrian tunnel on M-26 and US-41 from Sharon Avenue to the Portage Lake Lift Bridge in Portage Township and the city of Houghton, Houghton County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 4,701,968.17	Same	3
A. Lindberg & Sons, Inc.			
Yalmer Mattila Contracting, Inc.	\$ 4,397,535.50	Same	2
John Carlo, Inc.			
Hebert Construction Co., Inc.			
Hardman Construction, Inc.			
Zenith Tech, Inc.			
Thomas J. Moyle, Jr., Inc.	\$ 4,198,380.95	\$ 4,196,200.95	1 **

3 Bidders

Purpose/Business Case: This project is a combination of enhancement, increase and expand, and passing relief. The Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads. Increase and expand projects improve geometries of the roadway and add additional laneage to improve traffic flow and traffic merging capability. These improvements will alleviate congestion and safety problems at the south bridge approach. The Passing Relief Lane Program provides motorists with a safe opportunity to pass slower moving vehicles on two-lane rural highways.

Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects. Completion of this project will improve traffic and safety operations in an area that has a high concentration of tourist traffic and is congested due to the proximity of the only access point to Keweenaw Peninsula.

Funding Source:

55436A (Passing)	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %
58526A (Increase/Expand)	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %
58534A (Enhancement)	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of Federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states. There is a greater risk of injury/accidents due to existing operational surface conditions.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities. Reduces motorists operating costs with increased safety, efficiency, and capacity.

New Project Identification: 55436A - 50% new (FHWA - \$738,436.78; State - \$163,746.22)
58526A - 10% new (FHWA - \$161,425.71; State - \$35,795.69)
58534A - 100% new (FHWA - \$343,459.37; State - \$76,161.13)

LOCAL PROJECTS

97.	LETTING OF MAY 02, 2003	ENG. EST.	LOW BID
	PROPOSAL 0305007	\$ 618,210.80	\$ 593,911.25
	PROJECT EDDF 29555-72395		
	LOCAL AGRMT. 03-5161	% OVER/UNDER EST.	
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 29, 2003		-3.93 %

4.04 mi of hot mix asphalt pavement resurfacing, including joint repair, paved and aggregate shoulders, hot mix asphalt paving, concrete curb and gutter, pavement marking, and turf establishment on Luce Road from M-46 to North County Line Road in Pine River Township, Gratiot County.

BIDDER	AS-READ	AS-CHECKED	
Valley Asphalt Company			
Central Asphalt, Inc.	\$ 593,911.25	Same	1 **
C & D Hughes, Inc.			
Bernie Johnson Trucking, Inc.			

1 Bidder

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the reconstruction of a Federal Aid route under local jurisdiction. It was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

Federal Highway Administration Funds	- 80.00 %
State Restricted Trunkline Funds	- 20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds will have to be returned to the Federal government for use in another Federal Aid project, possibly not in the state of Michigan.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

New Project Identification: Resurfacing.

EXCESS PROPERTY

98. RESOLUTION “A” - Transfer Sale to Local Municipality

Tract #320, CS 63193, Parcel C-400AP Part A, 401AP Part A, 412 Part A, 413 Part A, 414 Part A

The subject tract is located in White Lake Township, Oakland County, Michigan, and contains 37.7 acres, more or less. The subject property was appraised by Michael Rende, Member Appraisal Institute, at \$530,000. The appraisal review was completed by Paul E. Sander, Region Appraiser, Metro Region, and Michael Odette, Staff Appraiser, Metro Region. Per MDOT procedures, the subject tract was offered for sale to the local municipalities prior to it being offered to the public. White Lake Township expressed a desire to purchase the property, completed the “Application to Purchase and Agreement of Sale,” and paid the appraised market value in full. The parcel was determined to be excess by the Bureau of Highways - Development.

\$530,000

Purpose/Business Case: The purpose of excess property sale contracts is to dispose of State-owned excess property by sale to State agencies, local units of government, or private parties. The sale of excess property returns revenue to the State.

Benefit: MDOT benefits by reducing the inventory of State-owned property and generating revenue.

Funding Source: N/A, revenue generating.

Commitment level: Excess property is appraised for value, and minimum sale price is based on that appraised value.

Risk Assessment: If excess property is not sold, it will reduce the amount of State revenue.

Cost Reduction: The State does not accept less than appraised value.

New Project Identification: Not a new project.

99. RESOLUTION “B” - Grant of Easement

Tract #469, CS 82191, Parcels 23A Part B & 38 Part A

This transaction is at the request of the City of Flat Rock regarding MDOT-owned excess property. The excess property is required for the City of Flat Rock’s proposed bike path right-of-way in Wayne County, Michigan. This easement is conveyed for \$1.00, subject to a permanent reversionary clause that prohibits the sale of this interest or any use other than public use. The parcels were determined to be excess by the Bureau of Highways - Development. It is recommended that this resolution be approved for submission to the State Administrative Board for its consideration and approval.

\$1.00

Purpose/Business Case: The purpose of using excess property for transportation purposes is to support the development of transportation infrastructure by State agencies and/or, local units of government.

Benefit: MDOT benefits by reducing the inventory of State-owned property, and the State of Michigan benefits by promoting transportation infrastructure.

Funding Source: N/A, no funds are expended.

Commitment level: Excess property is acquired for transportation purposes and this action does support that commitment.

Risk Assessment: If excess property is not used for transportation purposes when possible, we would not be supporting our mission.

Cost Reduction: N/A, no funds are expended.

New Project Identification: Not a new project.

100. RESOLUTION “C” - Relinquishment of Easement

Tract #591, CS 17051, Parcel 1 Part B

The area proposed for relinquishment contains 0.84 acres (more or less) and is located in the Township of Superior, Chippewa County, Michigan.

MDOT has ceased using the easement rights granted and in accordance with MDOT procedures, the parcel was determined to be excess by the Bureau of Highways - Development. A relinquishment has been requested by the current fee owner, Leo Jorgensen, and the \$500 processing fee has been waived. The processing fee was waived for Mr. Jorgensen because he had purchased 40 acres from the Michigan Department of Natural Resources (MDNR) by way of a Warranty Deed. The Warranty Deed was drafted in error by MDNR and did not accept the MDOT easement for highway use. The property owner has erected a garage that encroaches this easement and has been paying taxes on this portion as well. Therefore, the fee was waived. Granting of this relinquishment has been approved by Randel VanPortfliet, Superior Region Engineer.

\$500
(Processing Fee Waived)

Purpose/Business Case: When MDOT relocates right-of-way in effect it abandons its usually narrowly-defined, “for highway purposes” easement rights. We therefore, when requested and upon payment of a \$500 processing fee, “release” our previously held abandoned easement interest.

Benefit: MDOT benefits by reducing its possible liability as an interested party in the property, as well as earning the \$500 processing fee and generating revenue.

Funding Source: N/A, revenue generating.

Commitment level: Relinquishment of an unused easement interest is not pursued without the payment of the \$500 processing fee.

Risk Assessment: If requests for relinquishment are not processed, it will reduce the amount of State revenue.

Cost Reduction: The State does not accept less than the prescribed processing fee.

New Project Identification: Not a new project.

101. RESOLUTION “D” - Grant of Easement

Tract #538, CS 25041, Parcel 26PV Part A

This transaction is at the request of the City of Swartz Creek, Gaines Township, Genesee County, regarding MDOT-owned excess property for beautification of the excess right-of-way. This easement is conveyed for \$1.00, subject to a permanent reversionary clause that prohibits the sale of this interest or any use other than public use. The parcel was determined to be excess by the Bureau of Highways - Development.

\$1.00

Purpose/Business Case: The purpose of using excess property for transportation purposes is to support the development of transportation infrastructure by State agencies and/or, local units of government.

Benefit: MDOT benefits by reducing the inventory of State-owned property and the State of Michigan benefits by promoting transportation infrastructure.

Funding Source: N/A, no funds are expended.

Commitment level: Excess property is acquired for transportation purposes and this action does support that commitment.

Risk Assessment: If excess property is not used for transportation purposes when possible, we would not be supporting our mission.

Cost Reduction: N/A, no funds are expended.

New Project Identification: Not a new project.

102. RESOLUTION “E: - Sale to Abutting Owner
Tract #102, CS 18041, Parcel C-73 Part A

The subject parcel is located in the Township of Redding, Clare County, Michigan, and contains 8,963 square feet, more or less. The subject property was appraised by Thomas P. Williams of the Oetzel-Williams Group at \$1,600. The appraisal was reviewed by Phyllis Burghy, Property Analyst, Bay Region, and approved for sale by W. Patrick Scarlett, Supervisor, Excess Property Unit, Real Estate Support Area. Because of the existing encroachment and per MDOT practices, the subject tract was not offered to local municipalities prior to being offered to the abutting owner. The parcel was determined to be excess by the Bureau of Highways - Development.

\$1,600

Purpose/Business Case: The purpose of excess property sale contracts is to dispose of State-owned excess property by sale to State agencies, local units of government, or private parties. The sale of excess property returns revenue to the State.

Benefit: MDOT benefits by reducing the inventory of State-owned property and generating revenue.

Funding Source: N/A, revenue generating.

Commitment level: Excess property is appraised for value and minimum sale price is based on that appraised value.

Risk Assessment: If excess property is not sold, it will reduce the amount of State revenue.

Cost Reduction: The State does not accept less than appraised value.

New Project Identification: Not a new project.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of January 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: May 28, 2003 - Secretary of State's Office, 3:30 PM
State Administrative Board Meeting: June 3, 2003 - State Capitol, 11:00 AM

SUBCONTRACTS

- | | | | |
|----|--|---|--------------------|
| 1. | Payne & Dolan, Inc.
801 Clark Drive
Gladstone, MI 49837 | Sub-Grade Undercutting
Type II | \$54,031.20 |
|----|--|---|--------------------|

Retroactive approval is requested to authorize the Iron County Road Commission (ICRC) to award a subcontract for heavy maintenance services for the removal of frost heavable material at four locations on M-189. During the winter of 2001/2002 and the spring of 2002, dips of significant size and depth developed in the travel lanes, causing vehicles to bottom out at the dips and making removal of snow from the roadway surface problematic. The project was advertised, and three bids were received. The lowest bid was selected. The contract term was May 23, 2002, through July 18, 2002. Source of Funds: 100% State Restricted Trunkline Funds.

Approval of this subcontract is requested retroactively because of a misunderstanding by the region that procedural changes were already in place to increase the limits of maintenance subcontracts from \$20,000 to the legislatively-approved amount of \$100,000, in which case the subcontract would not have required submission to the State Administrative Board. Upon receipt of notification of this error, the region has made prompt efforts to prevent similar situations from occurring in the future.

Purpose/Business Case: To remove frost heavable material located under the roadway that was found to be a traffic safety hazard to motorists. The contract included sub-grade undercutting type II and pavement removal. The removal of the frost heavable material was needed before M-189 could be resurfaced by a programmed and approved 2002 Capital Preventative Maintenance (CPM) project.

Benefit: Removal of roadway that was found to be a traffic safety hazard, creating safer traveling conditions for motorists.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A fixed amount of \$54,031.20.

Risk Assessment: The existing roadway was deteriorating to the point of becoming a safety concern for motorists.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

BID LETTING

LOCAL PROJECTS

2. LETTING OF MARCH 07, 2003
PROPOSAL 0303042
PROJECT CM 82125-58373
LOCAL AGRMT. 02-5490
START DATE - 10 days after award
COMPLETION DATE - 90 working days

ENG. EST.
\$ 1,408,304.25

LOW BID
\$ 1,429,633.49

% OVER/UNDER EST.
1.51 %

Approximately 1.638 km of cold milling bituminous surface, bituminous resurfacing, concrete pavement replacement, concrete base course widening, concrete pavement repair, concrete curb cap repair, adjusting of drainage structures, and traffic signal installation on Base Line Road from Haggerty Road to east of I-275 and on Haggerty Road from Livonia city limits to Base Line Road, Wayne County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Cadillac Asphalt Paving Co.			
Kelcris Corporation			
Lanzo Construction Company			
Thompson-McCully Company	\$ 1,624,995.33	Same	6
Peter A. Basile Sons, Inc.	\$ 1,429,633.49	Same	1 **
Ajax Paving Industries, Inc.	\$ 1,576,868.13	Same	5
Snowden, Inc.			
John Carlo, Inc.			
Florence Cement Company	\$ 1,550,367.10	Same	3
Angelo Iafrate Construction Company	\$ 1,474,016.54	Same	2
Dan's Excavating, Inc	\$ 1,410,913.93	Same	WD
Barrett Paving Materials, Inc.			
ABC Paving Company			
Six-S, Inc.	\$ 1,553,055.47	Same	4

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The winning contractor withdrew from this project; in turn, the job was awarded to the second low bidder as indicated above. The project is for improving air quality and mitigating congestion on a Federal aid route under local jurisdiction. It was selected, through a process outlined in the Transportation Equity Act for the 21st Century, by the local agency regional planning authority and was approved by MDOT and the Federal Highway Administration.

Benefit By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

Wayne County	2.97 %
Federal Highway Administration Funds	77.62 %
State Restricted Trunkline Funds	19.41 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

New Project Identification: Reconstruction. 4.2% new (Wayne County - \$1,783.32; FHWA - \$46,606.62; and State Restricted Trunkline Funds - \$11,654.66).

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of January 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director